

Airfield Research Group Ltd

ARG Research Note No.14: No.9 Maintenance Unit

RAF Museum Cosford - History and Context

Paul Francis – January 2012



KEY

AMWD	Air Ministry Works Department	NDC	National Defence Company
ASU	Aircraft Storage Unit	NEA	Non Effective Airframe
BE	Boy Entrant	NFE	Not Fully Equipped
CD	Civil Defence	OTU	Operational Training Unit
DP	Dispersal Point	PD	Passive Defence
EIC	Engine in Crate (?)	S/Ldr	Squadron Leader
FTS	Flying Training School	SLG	Satellite Landing Ground
JC	?	S of TT	School of Technical Training
KSLI	King's Shropshire Light Infantry	UID	Unit Inspection Department
LDV	Local Defence Volunteers	VP	Vulnerable Point
MAP	Ministry of Aircraft Production		

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Chapter 1: METHODOLOGY AND NOTES SOURCES

The Report

This report was commissioned by the RAF Museum Cosford, to record the extant buildings of 9 Maintenance Unit (MU) and to research and compile a history of the unit and airfield.

The report also includes the offsite locations such as the satellite landing grounds (SLGs) at Bratton and Weston Park, plus a brief look at the Spitfire factory at Castle Bromwich and its association with 9 MU. No.9 MU and its subsequent successor 236 MU were both lodger units of RAF Cosford. They were self-contained units, having their own station headquarters and responsible for compiling their own Form 540s (Operational Record Books, also referred to as ORBs). Although both of these were service units, they were mainly staffed by civilians.

The report covers the background to Aircraft Storage Units (ASU), how they evolved within the various RAF expansion schemes, it looks at the key hangar forms associated with aircraft storage and also examines the geographical organisation of ASUs and their management at wing and group level.

There is a comprehensive record of the numbers of aircraft stored and issued during the wartime years and this data is presented in table form.

Methodology

The fieldwork was carried out between 20 and 25 November 2011. The fieldwork was carried out very rapidly under escort.

Limitations

This report is not a history of RAF Cosford; however the first year of No.2 Technical Training School has been included by way of context. There are enough records preserved at The National Archives (TNA) to include a comprehensive history of the station but this is outside the scope of this report.

It has not been possible to find records on Site 'F' the Ministry of Aircraft Production (MAP) factory under the management of Vickers Armstrongs. This site however (now demolished) was recorded in 1996 and a few of these photos are included in the report.

Notes on Sources

Records on 9 MU and RAF Cosford in The National Archives (TNA) are therefore preserved in relatively high numbers, and are a small part of a much larger collection of files, most of which are grouped together under the category 'AIR'. The main source of information is the unit's ORB and unfortunately, the wartime one for 9 MU varies considerably in quality of its recorded information. At best the entries are excellent and informative and at worst, it is very poor, with large sections remaining unrecorded, particularly the year 1943, where it is quite usual to see monthly entries having the statement '*nothing to record*'. Furthermore, the entries, even the most informative ones, are often inconsistent in the way they have been compiled and all this is reflected in the text in Part 4. Part 4 therefore, is a fairly detailed diary of events, beginning in 1939 and finishing when 9 MU disbanded in May 1956. Part 5 is a diary covering the years 1956 to 1966 and is a series of brief entries for 236 MU, beginning when the unit reformed in 1956 and ending when it disbanded in 1966. The original 236 MU ORBs are of good quality and very consistent with regards to recorded information.

The naming of aircraft variants is very inconsistent throughout the ORBs – in particular regarding Roman or Arabic Numerals, and the use of full-stops. Purely in the interests of readability the following convention has been adopted:

- Where the aircraft's role is given – use Arabic notation, e.g. Spitfire F22, Mosquito PR34
- Where the function is not stated – Roman notation, e.g. Spitfire XXIV, Blenheim Mk.V

Another key source is the onsite collection of site and building plans preserved at RAF Cosford. These are superb in detail, and as a result I consider this collection to be important enough to be retained on site but consideration should be given to storing them in a more suitable room, to ensure that they do not deteriorate and further.



Plate 1: Aerial View c.1993 Crown Copyright MoD

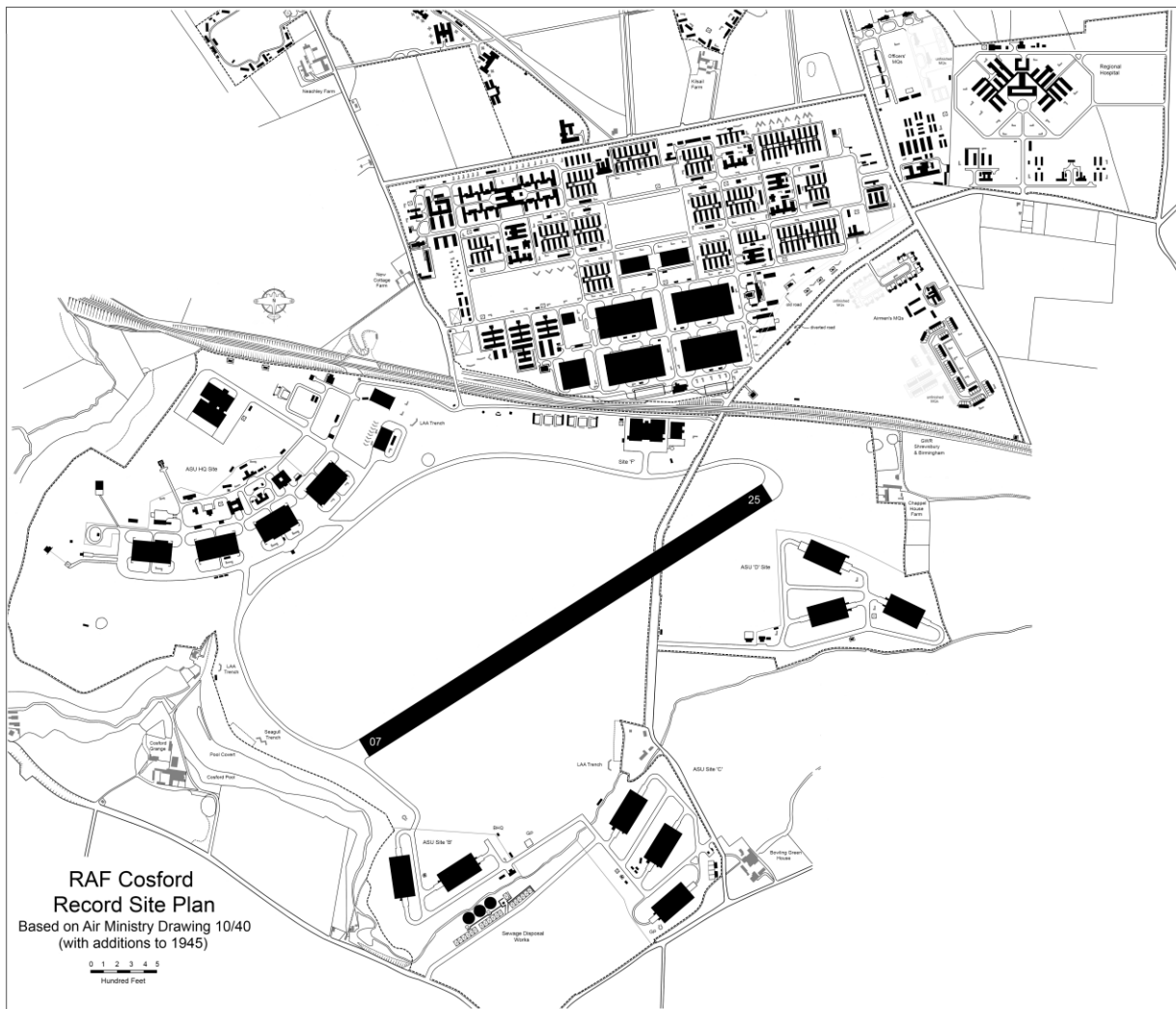


Fig 1: RAF Cosford site as-built plan

Showing the airfield with runway, the main dispersed aircraft storage sites situated around the perimeter track, No.2 School of Technical Training, and the Regional Hospital.

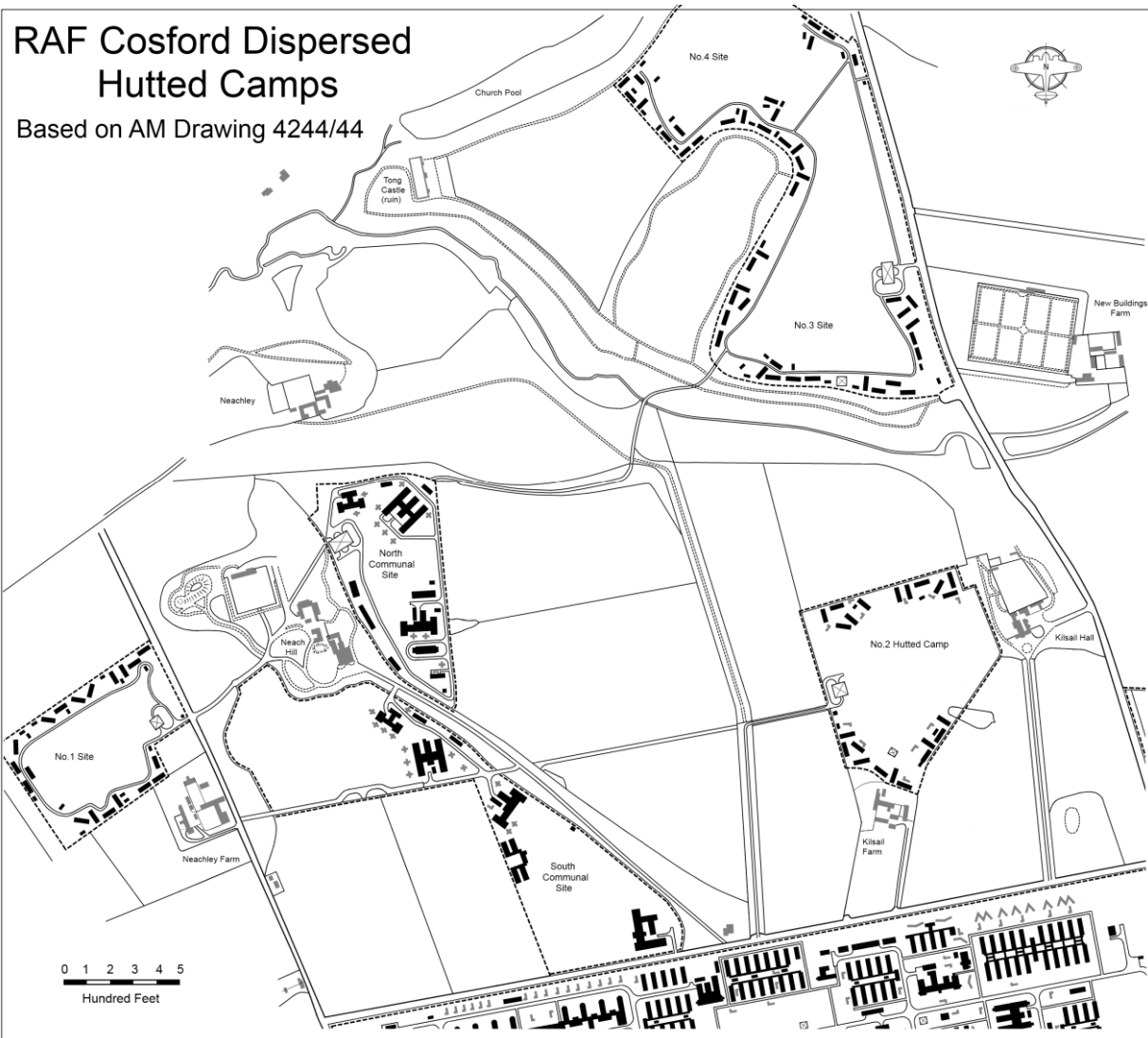


Fig 2: RAF Cosford dispersed hutted camps

This plan shows the locations of all of the dispersed domestic sites which were all built north of No.2 School of Technical Training. Only one building is known to be extant



Plate 2: Sergeants' mess on South Communal Site 25-11-11

Chapter 2: RAF EXPANSION, 1934–40

Background

At the end of WWI Great Britain possessed the most powerful Air Force in the world, but in 1919 it was all but disbanded, except for a nucleus, and ranked only fifth amongst air forces of the world. From 1923 the RAF began to re-arm, in a very modest fashion, but the programme then adopted was still far from complete ten years later. In 1933 Germany commenced to re-arm and in a few years developed and equipped an air force of major proportions. In an attempt to achieve parity with German's increasing air strength, the British Government introduced a number of schemes for the expansion of the RAF, which followed in quick succession between 1934 and 1940.

The first scheme (Scheme 'A'), adopted in July 1934, was followed by Scheme 'C' when the size of Hitler's air force became known in 1935. There was no Scheme 'B'. Scheme 'C' was succeeded by Schemes 'F', 'L' and 'M'. Schemes 'H', 'J' and 'K' were formulated but never went beyond the stage of proposals, and the missing letters represented tentative suggestions that did not mature. The purpose of the first schemes was to make a show of force and thus, it was hoped, to deter Germany from proceeding with its plans. Militarily however, these programmes were unsound as the necessary reserves of equipment to meet them were not in place or provided for. The schemes that mattered most – 'F', 'L' and 'M' – were well-balanced and sound.

Scheme 'C' provided (in 1935) for a Metropolitan Air Force of 123 squadrons, and was due to be completed in 1937, but before that date, it was superseded by Scheme 'F' which was the only one that ran its full course and was completed before the outbreak of war; it was also the longest lived scheme. It provided for a Metropolitan Air Force of nearly 1,750 first-line aircraft, as compared with a little over 1,500 under Scheme 'C'. It was a distinct improvement on 'Scheme 'C' as it gave the RAF more offensive power and provided for more reserves. It was approved in February 1936. Scheme 'F' would not have given parity so, at the end of the year, Scheme 'H' was proposed, but was immediately withdrawn and then followed Scheme 'J' which appeared a year later, but this too failed.

Scheme 'K' came before the Cabinet in March 1938, but by that time, the German move into Austria had occurred and the necessity for an accelerated programme became necessary. The result was Scheme 'L', which was approved on 27 April 1938, and was a programme of construction which represented the maximum output estimated to be obtained from industry within two years. Well before the year passed, came the Munich Crisis, and this relegated Scheme 'L' which was succeeded by Scheme 'M' which was approved on 7 November 1938. It provided for 2,550 first-line aircraft and was timed for completion by 31 March 1942 (two years later than Scheme 'L'), so that when war commenced in September 1939, the establishment of aircraft was not even sufficient to meet the requirements of Scheme 'F'. The 124 squadrons and around 1,750 first-line aircraft authorised by Scheme 'F' only existed nominally. Some units had to serve as training squadrons and as a result the effective first-line strength of the Metropolitan Air Force did not exceed 1,500 aircraft in September 1939. In contrast the first-line strength of the German Air Force was around 4,000 aircraft with sufficient reserves available.

The Shadow Factories

The programme of aircraft and aero-engine construction of the previous schemes was not beyond the capacity of the firms existing in the industry. Scheme 'F' was however, too large for these firms to undertake unaided. It was therefore, decided to bring into operation a number of 'shadow factories'. The factories in question were the large motor car plants in the Birmingham and Coventry districts where new factories were to be erected in close proximity to the parent works (hence the term *shadow factory*). Later the scheme was expanded to Blackpool, Manchester and Liverpool. To cope with the increase in output from these factories provision had to be made for the aircraft to be held in reserve. This directly led to the setting up of Aircraft Storage Units on many of the new Flying Training Schools.

Castle Bromwich (AVIA 15/3749 to AVIA 15/3751)

In May 1938, the Secretary of State for Air and Lord Nuffield had agreed that the Nuffield Organisation should undertake the production of the Spitfire on the basis of an order for 1,000 to be manufactured in a new factory to be erected and owned by the Government and operated by the company on an agency basis.

The firm was given a free hand in its design and construction for the production of 60 airframes per week on mass production lines. Lord Nuffield became controller of the factory, while his deputy Oliver Boden was appointed as deputy controller of the Castle Bromwich project. Unfortunately while construction was taking place, the latter died of a heart attack on 6 March 1940 and the scheme fell into chaos. Lord Nuffield used his own building contractors and architect (WJ Green); there were no competitive tenders as such, instead five contractors were invited to submit a price for erecting the steel-framed and brick factory, based on a bill of quantities for all buildings which Lord Nuffield had negotiated a good price with the steel and brick industries. Several contractors were chosen for specific buildings rather than a single firm for the whole site, consequently buildings were erected haphazardly without careful planning with one contractor constructing one building, another firm erecting another and the flight shed was built a third, and so on.

The area of land required for the factory and aerodrome was 155 acres and most of it belonged to the Dunlop Company who had already sold it to Birmingham Corporation for £350 per acre and was subject to a restriction order. This restriction was that the land could only be used for housing to provide accommodation to the company's employees. Dunlop was quite willing to remove the restriction for £1,000 per acre (£350 to Birmingham Corporation and £650 to the firm); this figure was deemed as acceptable and Lord Nuffield's organisation was requested by the Air Ministry to complete the purchase of the land on this basis. An additional plot of land from a third party was also necessary and the price paid was in excess of £1,000 per acre – the total amount paid being £197,083 for the two plots. The April 1939 building schedule prepared by the controller amounted to £4,254,750.

The original proposition was that the factory would only produce Spitfires but it was subsequently decided that it should be constructed as being capable of building the largest type of bomber aircraft then available. Consequently the planned turnover of 60 Spitfires per week might be reduced to 30, and the production of Wellington or Halifax bombers would utilize the remaining capacity of the factory. Hence the height of the factory had to be increased to 37 feet with a corresponding increase in cost.

The Ministry of Aircraft Production (MAP) formed on 17 May 1940 with Lord Beaverbrook as its Minister, and management of the Castle Bromwich works passed to Vickers Armstrongs Ltd as the Castle Bromwich Aeroplane Factory. At this point, virtually all requirements to complete the scheme were already provided for, or were in hand.

Dispersal Points

During the summer and autumn of 1940, an MAP policy was formed of planned dispersal so that, at every stage up to and including final assembly, should take place in at least three different sites, so that no component would be entirely lacking if one or two factories were knocked out. Before 1940 the tendency had been to create large new factory units, but after that date, the policy for aircraft production had swung in the opposite direction, towards large numbers of smaller factories, based on existing buildings. The change had obvious advantages, even apart from providing security against bombing – the adaption of existing premises was more expedient than erecting new buildings and with this came a considerable saving in labour and building materials.

A total of 37 dispersed production sites were allocated to the Castle Bromwich Factory in May 1941 – this included Dispersal Point No.23 consisting of two Robin hangars (sic) at Cosford for final assembly of Spitfires from component parts manufactured at the other dispersal points in the Midlands.



Plate 3: Site 'F': Spitfire Factory (573) Photo: ARG Archives1995



Plate 4: Site 'F': Spitfire Factory (574) Photo: ARG Archives1995



Plate 5: Site 'F' rear view. Photo: ARG ARchives 1995



Plate 6: Castle Bromwich Flight Shed. Photo: ARG Archives: 1982



Plate 7: Castle Bromwich Flight Shed. Photo: ARG Archives 1982



Plate 8: Castle Bromwich Aircraft Factory. Photo: ARG Archives 1982

Chapter 3: AIRCRAFT STORAGE UNITS, AN OVERVIEW

The Aircraft Storage Units of No. 41 Group

HQ Maintenance Command began forming on 1 July 1938, and on 7 August the HQ moved to Andover, where it assumed executive command of the maintenance units which previously had been administered by 11 (Fighter) Group, 23 (Training) Group and 24 (Training) Group. Maintenance Command itself was divided into four groups, the functional responsibilities of each being:

- 40 Group – An equipment group consisting of the equipment and mechanical transport depots
- 41 Group – An aircraft and marine craft group consisting of all the aircraft storage units and the packing depot. HQ 41 Group formed at Andover on 1 January 1939 but did not assume complete control of its units until 3 April. The group HQ was responsible for the administration of the aircraft storage units and the packing depot in the UK. The function of the group was to receive, store, equip, maintain while in store, issue aircraft to RAF units at home, and despatch those allotted to overseas commands.
- 42 Group – an ammunition and fuel group consisting of the ammunition depots, ammunition parks, fuel and oil reserves, and distributing depots.
- 43 Group – a repair and salvage group consisting of the aircraft depots and any other workshop units as necessary.

On 20 May 1940 the technical control of 41 Group passed to the Ministry of Aircraft Production. At the time there were 21 ASUs in operation.

Aircraft Storage Arrangements

On 12 September 1939 the method existing in the RAF for the supply and equipping of aircraft was changed, and arrangements were made for all operational type aircraft to be delivered from the manufacturers to the aircraft storage units by the pilots of two Ferry Pilot Pools (Nos.1 and 2). These pools had a total strength of 32 pilots; and were lodger units; one was located at Filton and the other at Hucknall. After the formation of the Air Transport Auxiliary (ATA) in April 1940, ferrying work was gradually taken over by the ATA and eventually this organisation entirely relieved the RAF of this task. During the Battle of Britain the ATA were primarily responsible for ferrying from the factories to the ASUs and service pilots from the ASUs to the operational units, although this division was not exclusive.

Progress of aircraft from factory to the squadron involved ferrying at two separate stages. Firstly aircraft had to be collected from the factory and flown to the ASU and then they were to be delivered from the ASU to the operational squadron. On arrival at the ASUs aircraft were to be equipped to operational standard, less items required for special purposes which were to be supplied and fitted at squadron stations.

The usual time taken by the average ASU to equip a twin-engine bomber to operational standard was around 14 days while smaller types were fitted in roughly half that time. Operational aircraft supplied from ASUs included the requirements of other users besides the RAF. In the autumn of 1939 aircraft were supplied from 9 MU Cosford to the Romanian Government. In December aircraft were sent to Finland and Yugoslavia. Owing to delays in the production of certain types of engines during the early months of the war, numbers of aircraft had to be delivered to the ASUs with 'slave' engines which later had to be removed and returned to the factories and reused for ferrying other aircraft, the airframes being stored until new engines became available. In the case of the Blenheim bomber, armour plate had to be fitted to aircraft employed on the Continent, the installation being carried out by contractor's working parties.

Other sources of supply to the ASUs were:

- New aircraft delivered straight from the factories
- New aircraft ferried or shipped to the UK from the USA or Canada
- Aircraft released from service with their previous units as a result of re-equipment
- Aircraft released from the Civilian Repair Organisation, or by one of the Service Repair Depots.

Geographical Distribution of ASUs

Eventually the wartime storage of reserve aircraft was provided by 26 new Aircraft Storage Units (ASUs) (including Burtonwood and Sealand) built in various parts of the United Kingdom, and for efficiency and control purposes they were split into three geographical areas:

Northern Region:

Aldergrove	Dumfries	Edzell	Kinloss
Kirkbride	Lossiemouth	Silloth	Wig Bay

Midland Region:

Burtonwood	Cosford	Harwarden	High Ercall
Lichfield	Shawbury	Ternhill	

Southern Region:

Aston Down	Brize Norton	Colerne	Hullavington
Kemble	Little Rissington	Llandow	Lyneham
St Athan	Sealand	Wroughton.	

Prior to April 1941, the ASUs were controlled directly from Headquarters 41 Group, Andover, but after this date, control was in part decentralised, with the formation of three wings, which took place on 21 April 1941:

- No.50 (Maintenance) Wing HQ – Hutton-in-the-Forest (Northern Region)
- No.51 (Maintenance) Wing HQ – Broughton Hall, Broughton, Chester (Midland Region)
- No.52 (Maintenance) Wing HQ – Gatcombe Park, Minchinhampton (Southern Region)

The wings were divided into:

Organisation Branch	Allotment Branch	Armament Branch
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The wings were formed to maintain efficiency at local level of the ASUs by providing inspection, liaison, assistance, advice, as well as ensuring efficient storage, maintenance, safeguarding and handling of aircraft. The wing HQs were disbanded on 21 November 1942, as it had become impractical to find employment for more than five officers without duplicating the work of HQ 41 Group. As there continued to be a need for the short-range supervision of units within the three regions, so each Wing HQ was replaced by five regional staff officers who were located at the regional Air Transport Auxiliary ferry pools at Kirkbride, Harwarden and Aston Down.

ASU Responsibility

Eleven of the 26 depots were station command units with their own landing ground, but the majority were lodger units and shared an airfield, either with a Service Flying Training School, or Operational Training Unit. Eight were service manned but the rest were staffed by civilians. In 1942 works services for 9 MU were generally provided by the district Ministry of Works surveyor; in Cosford's case this was Mr W Rome at Somerset House, 37 Temple Street, Birmingham.

Either as single occupancy units or as a lodger unit, the RAF officer in command was responsible for completing the Form 540 – the Operations Record Book.

With regards to station defence, where a station was a lodger unit, the station commander was responsible to his own group and command organisation for the defence of the whole station, including the ASU, airfield and dispersed aircraft. Where the ASU was the only unit on the aerodrome, the RAF officer commanding the ASU was himself the station CO and was responsible through HQ 41 Group for the defence arrangements.

ASU Planning Phases and Construction

The first ASUs were:

Kemble, 5 MU	Brize Norton, 6 MU	Little Rissington, 8 MU
Cosford, 9 MU	Hullavington, 10 MU	Kirkbride, 12 MU
St Athan, 19 & 32 MU	Aston Down, 20 MU	Silloth, 22 MU
Aldergrove, 23 MU	Ternhill, 24 MU	Shawbury, 27 MU

All of the above were originally planned and constructed under Scheme 'F', although Cosford has hangars from Scheme 'F' and 'L'. The ASUs consisted of a headquarters site (sometimes referred to as Site 'A') with one or two type 'C' aircraft sheds for the dismantling and erecting of aircraft plus one or two dispersed sites having two or four type 'D' aircraft sheds for the storage of aircraft in a fully erected state. (Note that the second 'C' shed at Cosford, a Scheme 'L' design, was probably built for No.2 S of TT. Cosford also has both 'C' and 'D' hangars on the HQ site (Site 'A').

There were also up to four sub-sites, generally situated well away from the landing ground, each containing a clutch of two or three large arched-shaped storage sheds. These sheds were well dispersed, often positioned close to wooded areas as well as other natural features, and were accessed from the existing public road network as well as purpose-built access tracks from the airfield perimeter track.

All the original hangars erected on the HQ and sub-sites were 300 ft long by 150 ft wide, fitted with sliding doors at either end, either opening full width, or in the case of the arched shaped storage sheds having clear opening widths of 40, 60 or 80 ft.

The next phase of ASUs consisted of:

Burtonwood, 37 MU / Burtonwood Repair Depot	Kinloss, 45 MU	Lossiemouth, 46 MU
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All of the above were originally planned and constructed under Scheme 'L' from 27 April 1938, but also have hangars belonging to Scheme 'M' such as types 'L', 'J' and 'K' – but they do not feature hangar designs older than Scheme 'L'.

The final phase of ASUs was:

Dumfries, 18 MU	Colerne, 39 & 218 MU	High Ercall, 29 MU
Lyneham, 33 MU	Llandow, 38 MU	Edzell, 44 MU
Harwarden, 48 MU	Lichfield, 51 MU	Wig Bay, 57 MU

All of the above were planned and constructed under Scheme 'M' and as such had aircraft erection sheds in the form of a 'J' type aircraft sheds; fully erected aircraft were stored in type 'K' sheds, and dismantled storage in type 'L' sheds. They do not feature hangar designs older than Scheme 'M'.

Although the types of hangars varied considerably, designs of technical buildings remained very much consistent regardless of when the MU was planned and constructed. Civilian-manned ASUs did not have RAF domestic buildings. Accommodation for personnel was provided off site, in the form of housing estates. Cosford featured an estate of 75 houses, plus another 7 occupied by officers of the School of Technical Training.

The number of RAF ASUs was reduced by one on 15 June 1942 when 37 MU at Burtonwood was closed and handed over to the United States Air Force. The aircraft were withdrawn to other ASUs, the technical equipment returned to store and personnel posted elsewhere.



Plate 9: Site 'D' c.1993. Photo: Crown Copyright RAFM



Plate 10: Site 'A' Main Site c.1993. Crown Copyright RAFM



Plate 11: Sites 'B' and 'C' c.1993. Crown Copyright RAFM

Chapter 4: No.9 MAINTENANCE UNIT

The Formation of No.9 Aircraft Storage Unit

RAF Cosford had originally been selected to be an Aircraft Storage Unit, but the first unit to take up residence was No.2 School of Technical Training, which at the outbreak of WWII, it had been in existence for over a year. No.9 MU formed at Cosford on 13 March 1939, it was the station's second principle resident and was an altogether lower profile organisation managed by RAF officers, but manned almost entirely by civilians. The unit was always responsible for the largest number of aircraft on the station at any one time. In the Cosford entry in the Vote 4, 1939 Air Estimates (published 16-02-39) only the school of technical training is mentioned whereby the total estimate for the work was £1,089,000 and a further £10,000 was required for completing the work. It is presumed that this figure was for both the school and ASU as in the same estimate, the estimated cost for the construction of Ternhill was only £566,000 and a further £70,000 was required to complete the work.

The number plate had originally been given to the ASU at Hullavington, which had been one of the very first to open, but when confusion began to arise between it and 9 Flying Training School, the ASU was quickly renumbered 10 MU and remained as such for the duration. No.9 MU at Cosford formally opened on 15 March 1939, as a lodger unit to No.2 School of Technical Training, by Flying Officer WC Banfield and Mr HS Hilburn (civil assistant) as well as accountant Squadron Leader RN Hesketh who assumed command of the unit on 11 April 1939. The unit was administered by Maintenance Command at Andover through No.41 (M) Group. On 18 March the first building (a 'C' type hangar) was handed over to the unit. The first aircraft, Anson (N5055) arrived on 24 March.

On the outbreak of war on 3 September, the unit was about 50 per cent complete, the numbers of hangars in use being one 'C', two 'D' and two 'E' types.



Fig 3: Ordnance Survey Map, 1902 site of Cosford airfield
Shropshire Sheet XLIV.III, second edition, 1902 (part)

The Case for the Missing Type 'C' Aircraft Shed

The planning on paper of the Main Site as originally laid out was symmetrical with buildings arranged in alignment using angled setting out lines, the point of origin being somewhere close to the railway cutting in a north easterly direction. Six imaginary setting out lines emerge at angles from this point and the centre lines of key buildings are aligned on these axis. This however, was the pre-war planning scheme and before, it could be fully implemented, came the outbreak of WWII and consequently, the third type 'C' aircraft shed was never built (it should be adjacent to the Bellman hangar 508 which was part of the pre-war planning scheme). The result is that the as-built layout appears asymmetrical because of the missing hangar and buildings 537 and 533 (which have since been demolished), by their remote position appeared to be out of place but if the third type 'C' shed had been built, then they would have been perfectly placed. Operationally, it is presumed that all structures north west of hangar 529 (inclusive) and the watch office with tower (523) / fire tender shelter (522) were part of No.2 School of Technical Training, while all structures east of the warden's office (536) (apart from the watch office) were part of 9 MU.

The main site is planned within a triangular shaped area with the railway to the north, a wooded area and the River Worfe to the west and the airfield to the south. The hangar line forms an arc or crescent and the watch office is at its centre. There are two main access roads serving the buildings (now known as Whitley Road and Horsa Way) and these follow a similar arc as the hangar line.

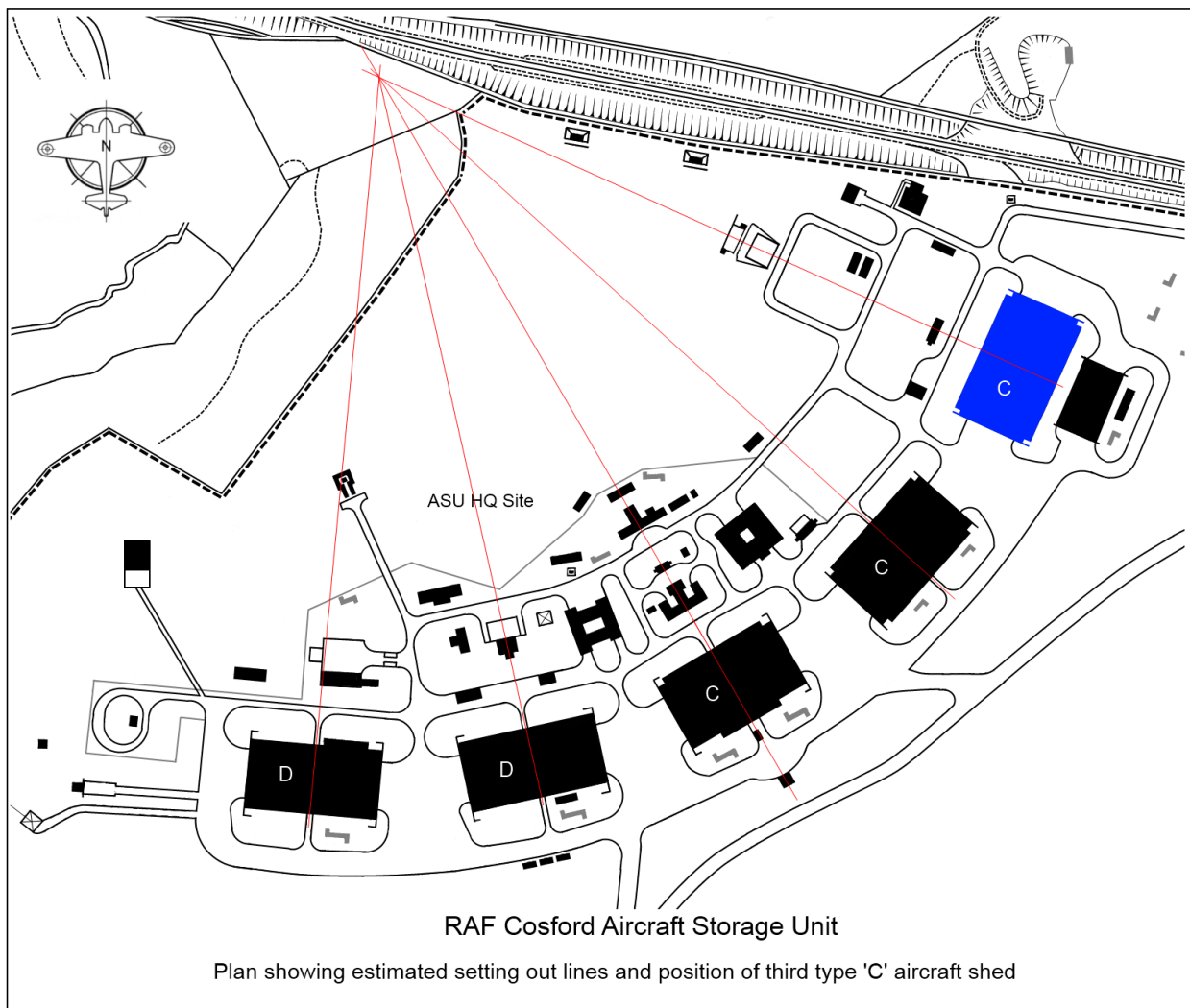


Fig 4: Main Site plan showing the type 'C' aircraft sheds

Extra shed shown in blue, plus the imaginary setting out lines used to plan the location of key buildings.

Airfield

The airfield's western boundary is Hillbank Wood, Pool Covert and the Albrighton Brook which meanders in a southerly direction, before making its way north east. The southernmost boundary is Bowling Green Lane and to the east is a surviving section of the old Worcester Road, and then Chappel House Farm. The main aircraft storage sheds are arranged within three clusters or dispersed sites, situated around the airfield. Their positions in the landscape make full use of the local geography as an aid to concealment (today probably one of the best examples), whereby the sheds are arranged around the boundary of woodland, the existing public roads and Albrighton Brook. The sheds are also still camouflaged with a covering of earth and turf which today still adds to the concealment effect. The Air Ministry architect JH Binge, designed the general drainage scheme in September 1938 and he made use of the brook as a supply of water for the sewage disposal works. A six inch diameter sewage pipe was laid across the airfield (the contour falls from 257.53 feet at the watch office, to 241.50 feet at the sewage disposal works. Manholes were placed 1 ft 6 in down and positioned at 250 feet intervals over its entire length.

Aircraft Dispersal

Strict rules were in operation regarding the total number of operational aircraft which could be held in any one hangar, although the storage of aircraft in hangars was crucial for aircraft with a high proportion of wood and fabric in their construction.

To help with dispersal of the large numbers of aircraft normally on hand, each unit had at least one satellite facility. Initially these were improvised by designating areas on certain flying training stations as aircraft parking sites, Desford being allocated to 9 MU Cosford and 24 MU Ternhill. RAF Castle Bromwich was also a 9 MU sub-site which was adjacent to the Spitfire factory.

Aircraft Received

New or repaired aircraft were inspected on arrival by the Unit Inspection Department (UID) and, other than those required for the monthly target, were prepared for storage. Preference for storage under cover was given to aircraft of wooden, composite or fabric-covered construction.

After the aircraft had been prepared for storage, routine maintenance inspections were carried out at intervals determined by conditions under which they were stored. Where this was at satellite airfields, dispersal fields, or in small dispersal hangars such as the Super-Robins, Robins or Blister hangar types, the period of storage was divided into inspections for each trade at daily, weekly and monthly intervals. With aircraft stored in permanent storage sheds this monthly inspection was carried out only at three-monthly intervals, except for the inspection of guns and turrets which were normally carried out monthly. A four-week inspection was always carried out on aircraft that had been moved into storage sheds from outside storage, after which the hangar cycle of inspections was adopted.

For aircraft stored out in the open the interval between inspections was a minimum of three and a maximum of six months, but for aircraft stored in hangars this was extended to six and twelve months respectively.

The general method of picketing aircraft in the open was of a temporary nature using concrete blocks and screw pickets, the number and disposition of which were in accordance with instructions laid down for each type of aircraft. All the normal picketing precautions as applicable were also employed, such as wheel chocks, locking controls, cockpit covers and inhibiting of engines.

In September 1943 it was decided to introduce a class of aircraft known as Non-effective Aircraft (NEA) which consisted of:

- All aircraft which were surplus to RAF command requirements and which would normally be passed direct to repair units or contractors, but for which no immediate repair capacity existed.
- Aircraft that were either to be broken down or returned to contractor for repair, overhaul or major inspection.

Strict rules also applied to dispersed aircraft stored in the open. Prior to April 1943, the following applied:

- Aircraft to be parked in pairs
- No pair to be less than 50 yards from another pair
- Not more than 12 aircraft in any one area
- No area to be less than 300 yards from the next.

After the above rules were relaxed, the following 'new' rules were in force after April 1943:

- Park in threes or fours provided the aircraft in these groups are staggered so that a burst of fire any one direction would not damage more than one aircraft
- Distance between groups of three or four to be not less than 50 yards
- Up to 25 aircraft in any one area
- No area to be less than 200 yards from the next.

Aircraft were given classifications, depending on their state of readiness. Category 'R' (later Class 1) were aircraft ready for use, and category 'P' before May 1942 meant an aircraft ready in four to six hours but was then changed to 'ready in two days'.

Satellite Landing Grounds

As a more permanent measure, special Satellite Landing Grounds (SLGs) were opened and these could hold between 50 and 100 aircraft. The SLGs were often laid out in the parkland of a stately home such as Weston Park, 33 SLG.

The idea of setting up a number of SLGs came about when the Air Supply Board was advised on 24 September 1940 that the Minister of Aircraft Production had decided that 50 landing grounds should be selected in order to provide additional accommodation for aircraft held by 41 Group.

Prior to this EV Bowater, the Air Ministry Lands Officer with two assistants Sir Alan Cobham and a Mr Cameron had already selected a number of sites and following this Ploughing Restriction Orders had been issued to the land owners.

As it was a Ministry of Transport initiative, it was entrusted to Lord Reith who was then Minister of Transport and he in turn delegated the actual work on 27 September 1940 of management and supervision of contractors to EJ Buckton plus a small staff of the firm of Rendel, Palmer and Tritton, the consulting engineers.¹

On the 3 October the Treasury agreed to a figure of £500,000 (£10,000 per site) to fund the scheme. Once the sites had been found Sir Alan Cobham, Mr Cameron and EJ Buckton went over the proposed landing grounds again, together with representatives from 41 Group, Lands Branch and the Camouflage Department of the Air Ministry to prepare detailed plans of each site.

When Lord Reith became Minister of Works and Buildings, the task of detailed examination of the work from a financial point of view was given to that department, until each landing ground had been handed over to MAP. To cover the work carried out by the MoW and MAP, the figure of £500,000 was increased to £1,700,000 (in February 1943) with 49 sites being actually selected, 6 of which went on to be built to full operational standards and it was these that were responsible for the huge increase in the total cost. The estimated cost of Brockton (30 SLG) on 31 December 1942 was £21,630 and that for Weston Park (33 SLG) was £24,000.

Accommodation at the SLGs was kept to a minimum – providing normally up to four, 15 x 30 feet huts to house flight equipment. Each dealt with the requirements of the dispersal grounds for a radius of ¼ mile, and for up to 25 aircraft. Part of the hut was used for drying clothes. There was also a small hut for housing the guard on duty, plus three-room office accommodation near the landing strip.

Brockton No.30 SLG

Brockton is located four miles by road from Cosford, to the east of Brockton Grange. No. 30 SLG opened on 2 July 1941 and remained on the administration of Cosford until it closed on 21 December 1945. A total of 18 aircraft (Whitleys and Wellingtons) were despatched during April 1942 and 9 aircraft were added during the same month. During one day of May 1942, the SLG had a holding of 42 aircraft when Spitfires were added to the list. A large steel-framed MAP hide had been completed during April 1942 and another one was erected in May. Meals were provided by a mobile unit. A total of 53,320 square yards (215 tons) of square mesh track had been laid for runways and tracks, most of which was removed in October 1945.

¹ Partners were EJ Buckton, R Strick and JS Tritton. Address: 55 Broadway, Westminster. London SW1. In more recent times the company designed the Thames Barrier (1973) and is now called High-Pont Rendel Limited.

Weston Park No.33 SLG

Weston Park is located three miles by road from Cosford. The site was selected in October 1940 by Randel, Palmer and Tritton, the main contractor was the local firm of Currall, Lewis and Martin, whose representative was a Mr Leach.² The SLG officially opened at 09.00 hours on 18 April 1942, in accordance with HQ 41 Group instruction The SLG was civilian manned and had a projected storage capacity of 57 aircraft.

Hedges had to be removed to create a grass landing strip, much of which was located in Shropshire and the remainder in Staffordshire. An alternative name was Offoxey Farm; the landing ground was south of the Woburn Park Estate boundary wall, which is part of the Bradford Estate. An office was built adjacent to Offoxey Road for a Flight Lieutenant and his civilian clerk but apart from a kitchen, little other accommodation was available. Dispersed aircraft were mainly parked in about half the space of the deer park, a section of wall having to be removed and a sliding gate installed.



Plate 12: MAP bungalow (watch office) at Weston Park

The photo was taken 1982 when occupied as a dwelling by Mr and Mrs Boulton who had moved there soon after the end of WW2. The building has since been demolished. Photo: ARG Archives.

Glider Production

Another and little recorded task which was undertaken by several ASUs was the final assembly of Hotspur, Horsa and Hamlicar gliders. These were assembled from wooden parts and sections which had been constructed elsewhere by various furniture manufacturers and transported by road to the nominated ASUs. The first to be assembled was the small Hotspur trainer, which was handled by 9 MU and several others.

A much larger commitment altogether was the Horsa, not only in the size of the airframe but because of the numbers required in preparation for the eventual invasion of Europe. The initial Horsa contract fell into two parts; the first was placed with Airspeeds (the designer of the Horsa) who made their own sub-contracting arrangements. The second was given to a large number of different companies and sub-contractors for component production with final assembly at the ASUs. This dispersal idea had obvious

² Currall, Lewis and Martin was founded in 1867 and in 1925, it was bought by the Leach family who owned it until 1977. The company is now called Currall Lewis Martin (Construction) Ltd.

advantages for a contract going to a single firm and a small number of sub-contractors. The order was initially for 2,050 gliders but was reduced around November 1942 to 1,100 gliders in total, with 600 to be manufactured in component form. A third much larger contract was issued around April 1943 for component production but the details of this are unknown.

When final assembly commenced at Cosford in May 1942, four MUs each targeted to produce no less than 50 per month. Initially the MUs at Brize Norton, Cosford, Kemble and Wroughton were involved, but later this was reduced to 6, 9 and 15 MUs. At first the production process was carried out inside the existing hangars at Cosford, but later a pair of MAP funded B1 hangars were erected for this purpose. Tug flights of 10 + 4 Whitleys were formed at Cosford and Wroughton for testing and delivery work.

On completion the gliders were ferried for storage, either at one of the 12 selected ASUs:

Aston Down	Colerne	Harwarden	High Ercall
Hullavington	Kemble	Lichfield	Little Rissington
Llandow	St Athan	Shawbury	Wroughton.

These were all located in the southern parts of Britain. Many gliders were also transferred to specially formed Glider Servicing Echelons on 24 Bomber Command airfields in eastern England.

Air Ministry Housing estate

In common with what was happening in 1939 at Tern Hill, St Athan and elsewhere, the Air Ministry purchased whole or part of housing estates that were originally being constructed for commercial sale by a developer. In support of RAF Cosford, the Air Ministry purchased 196 new houses of three-bedroom parlour type with central heating and semi-detached for £485 each (a £10 discount per house on the original price of £495 was offered by the builder). The total amount came to £95,060 and included the freehold land, roads and sewers. This figure compared very favourably with locally-built three-bed non-parlour council houses mostly in blocks of four and which had a unit cost of £460.

At Cosford the original developer was Bucks and Middlesex Estates Limited and the land consisted of 21,218 acres adjoining Bowling Green Lane, Albrighton, and a 3,048 plot between Elms Road and Bowling Green Lane, which was originally part of Elms Farm.

The houses were similar to another Air Ministry estate that was being built at Bourton-in-the-Water at a unit cost of £522, the saving arising from the absence in the Cosford houses of not having Cotswold-style roofs, tiles and bricks as insisted by the local authority. Another housing estate with similar style houses was also being built at Tern Hill which also came under the same local authority as Cosford. The houses were built by Melville & Webber under a Treasury Guarantee Scheme, and are believed to have been completed in four monthly intervals.

Cosford Aerodrome Halt and Sidings

From 29 June 1939, the halt was upgraded to station status and extended, at ground level; to achieve this, the existing Air Ministry boundary was realigned around 30 ft north to create a station yard. The original booking office in the station yard was removed and replaced with a brick-built rectangular-shaped combined parcels office / booking office, a booking hall with lavatory, plus a detached cycle shed. The halt platform was extended by 200 ft (in the direction of London), over the road bridge which had to be widened to take the 8 ft wide platforms. Two new (or extended) timber framed (40 ft x 10 ft) shelters with a full-length and 4 ft wide veranda were also built facing each other, one on both the up and down platforms and these replaced the original pair of (16 ft x 9 ft) shelters.

The original RAF Cosford 15 and 14 wagon sidings located between the station and the Whitchchurch road bridge, was also extended c.1939 with three new lines laid for an additional 17, 20 and 10 wagons.

There is a south-facing brick-built pillbox close to the railway bridge, adjacent to the railway embankment which is on railway property.



Plate 13: Cosford Station Pillbox 24-11-2011



Plate 14: Cosford station down main and down goods semaphore signal. Photo: ARG Archives 1998



Plate 15: Cosford Station. Photo: ARG Archives 1998



Plate 16: Cosford Station down main waiting room, photo taken the day before demolition 24-11-11

Chapter 5: No.9 MAINTENANCE UNIT, DIARY OF KEY EVENTS

1939 (AIR 29/967)

- 13-03-39 F/O WG Banfield and Hilburn posted to Cosford to open the unit.
- 15-03-39 No.9 Maintenance Unit opened at Cosford to function as an Aircraft Storage Unit.
- 18-03-39 Type 'C' erector hangar handed over by AMWD.
- 24-03-39 The first aircraft received – Anson (N5055).
- 05-04-39 Headquarters building handed over by AMWD.
- 11-04-39 Squadron Leader RN Hesketh reported to assume command of 9 MU.
- 18-05-39 One 'D' hangar handed over by AMWD, together with the MT vehicle shed.
- 06-06-39 Unit workshops and canteen handed over by AMWD.
- 13-07-39 Petrol tanker sheds handed over by AMWD.
- 19-07-39 Second 'D' hangar handed over by AMWD.
- 28-08-39 Detachment of militia (1 officer and 78 men) reported for guard duty.
- 31-08-39 Militia relieved by NDC (2 officers and 68 men).
- 01-09-39 Original Operations Record Book closed.
- 01-09-39 Mobilisation Orders received. Arrangements are in hand to ensure that an RAF officer to be on duty at the unit during 24 hours daily.
- 02-09-39 Gas defence, camouflage, and darkening schemes speeded up. Sand-bag defence of essential buildings implemented.
- 07-09-39 Camouflaging of 'C' and 'D' hangars 93% complete. Central heating tower now covered in camouflage netting.
- 11-09-39 58 aircraft arrived and 41 aircraft despatched during the week,
- 14-09-39 14 Blenheim aircraft took-off to proceed by air to Rumania on issue to the Romanian Government.
- 16-09-39 Temporary shelter trenches for civil personnel completed.
- 18-09-39 38 aircraft arrived and 31 were despatched during the week.
- 21-09-39 Fitting of anti-gas curtains to scheduled buildings completed.
- 25-09-39 16 aircraft arrived and 7 aircraft were despatched during the week.
- 27-09-39 12 Blenheim left for Bordeaux, before proceeding to Romania on issue to Romanian Government.
- 28-09-39 Spitfires (N3028 and N3029) issued to 66 Squadron, Duxford (columns 7 and 9 Sic!)
- 29-09-39 Issue of Spitfire N3027 to 66 Squadron, Duxford.
- 30-10-39 P/O AS Jesson proceeded to Castle Bromwich with one leading storeman, two fitters and two labourers to open No.9 Maintenance Sub-Unit to store Battle airframes. 14 Blenheims left for Bordeaux en-route to Romania on issue to the Romanian Government.
- 02-11-39 Signal D/34 received from HQ Fighter Command ordering a 'C' type hangar to be handed over by Castle Bromwich forthwith for storage purposes to 9 MU.
- 06-11-39 Painted camouflage of Bellman hangar No.2 complete
- 07-11-39 14 aircraft arrived and 23 despatched during the week.
- 14-11-39 19 aircraft arrived and 11 despatched during the week.
- 15-11-39 Two 'E' storage sheds (Nos. 69 and 70) completed with overhead rails and taken over from AMWD.
- 17-11-39 Mr Mann, superintendent engineer of No.6 Works Directorate visited the unit to inspect unserviceable roads to storage sites.

21-11-39 9 aircraft arrived and 15 despatched.

25-11-39 Four Blenheim Mark 1s (L1131, L1333, L6757 and L6783) flew to Columns 7 and 9 for overseas service.

28-11-39 11 aircraft arrived and 9 were despatched during the week.

02-12-39 Construction of chain fencing commenced on Site 'C'.

05-12-39 26 aircraft arrived and 5 aircraft were despatched during the week.

10-12-39 Allocation of personnel to specific air raid shelters.

12-12-39 9 aircraft arrived and 6 were despatched during the week.

16-12-39 The installation of chain fencing around Headquarters and Site 'B' commenced.

17-12-39 Bulk petrol temporary installation completed.

18-12-39 New system of black-out curtains in 'C' and 'D' hangars commenced.

19-12-39 22 aircraft arrived and 10 despatched during the week.

26-12-39 12 aircraft arrived and nil despatched during the week.

28-12-39 Nos.4 and 5 air-raid shelters completed.

31-12-39 Instructions received to supply two Gloster Gauntlets for operations in Finland.

1940 (AIR 29/967)

04-01-40 Two Gloster Gauntlet aircraft were despatched to 20 MU at Aston Down for preparation prior to despatch to Finland.

05-01-40 19 aircraft arrived for storage and nil aircraft were despatched (sic).

10-01-39 Spitfire (K9789) damaged on landing by delivery pilot P/O JH Nicholson of No.2 Ferry Pilots Pool. Aircraft overshot during fog and excessive use of brakes pushed aircraft onto its nose. The pilot was unhurt.

11-01-40 Delivery of aircraft held up during the week due to fog, including the despatch of a Harrow to Evanton which took place on 12-01-40.

12-01-40 11 aircraft arrived and 2 despatched.

15-01-40 Skua (2994) piloted by P/O JP Middlehurst forced landed when taking-off for a test flight due to engine failure, damaging both wings. Pilot uninjured.

16-01-40 W/O GC Turner and CW Francis proceeded in a Blenheim to Filton to lead a flight of Blenheims to Scotland en-route to Finland.

19-01-40 30 aircraft arrived and 5 were despatched during the week.

27-01-40 Bad weather hampered deliveries of aircraft.

28-01-40 Heavy snow fall during the night affected all roads, the depth generally being around one foot, and heavy wind has caused dangerous snow drifts. 24 aircraft had arrived during the week and 10 were despatched.

29-01-40 Further heavy snow fall, all roads impassable by normal traffic. The No.2 S of TT's Bessonneau hangars (old MT Section) collapsed under the weight of snow. Working parties were engaged in clearing snow from wings of aircraft picketed in the open.

02-02-40 On account of the poor weather there were no arrivals and no aircraft were despatched. Sickness among all grades of the workforce is high.

04-02-40 Signal received about a possible IRA threat of sabotage. The weather continues to be deep snow.

07-02-40 The Equipment Officer reported that 60% of the stores personnel are sick with flu.

09-02-40 The state of the aerodrome is still treacherous; one Spitfire is bogged down and its flaps are damaged. Heavy frost continues. Aircraft arrivals and despatches are both nil.

10-02-40 A temporary store for aircraft components is completed in a type 'C' shed.

14-02-40 Flying resumed after a 14 day period

16-02-40 16 aircraft arrived and 6 were despatched during the week.

21-02-40 The Air Ministry Works Directorate resumed constructional work on the unit. Arrival of 21 Ansons. The occupation by 9 MU of the type 'C' aircraft shed at Castle Bromwich is no longer required and can now be handed over to Fighter Command.

23-02-40 A new system of air-raid shelter allocation was brought into use. The National Defence Corps personnel are now on guard duties. 16 aircraft arrived and 10 were despatched during the week.

01-03-40 34 aircraft arrived and 22 were despatched during the week.

08-03-40 34 aircraft arrived and 28 were despatched during the week.

13-03-40 Bulk oil installation completed.

15-03-40 14 aircraft arrived and 23 were despatched during the week.

22-03-40 21 aircraft arrived and 3 were dispatched during the week.

25-03-40 Two Blenheim IVs collected by ASF pilots for continental units.

26-03-40 One Blenheim collected for the continent.

29-03-40 11 aircraft arrived and 11 were despatched during the week.

05-04-40 25 aircraft arrived and 10 were despatched.

09-04-40 The planting of trees for camouflage purposes was carried out close to the type 'C' aircraft shed.

12-04-40 29 aircraft arrived and 27 were despatched during the week.

19-04-40 Their Majesties, The King and Queen visited the unit. 17 aircraft arrived and 25 were despatched during the week.

26-04-40 17 aircraft arrived and 12 were despatched during the week.

04-05-40 8 aircraft arrived and 9 were despatched during the week.

10-05-40 9 Aircraft arrived and 20 were despatched during the week.

13-05-40 Dispersal arrangements for picketed aircraft were completed. A working party were engaged all night modifying six Lysanders for the continent and two Blenheims IVs for Rheims.

17-05-40 16 aircraft arrived and 55 were despatched.

22-05-40 Six Blenheims left this unit for the continent.

24-05-40 8 aircraft arrived and 50 were despatched.

31-05-40 29 aircraft arrived and 33 were despatched.

07-06-40 About 25 MT vehicles from the unit and 10 vehicles from No.2 S of TT Cosford were parked across the aerodrome, causing an effective landing obstruction.

09-06-40 A practice alarm was carried out on this unit by a flight of Harvards from Ternhill, which made a low dive bombing attack on the LAA gun posts, followed by a flight of light troop carriers (Ansons). After an assumed landing of troops, these machines took-off protected by fighters which carried out further attacks on the LAA posts, the watch office, hangars and picketed aircraft.

12-06-40 The construction of trenches around the perimeter of the aerodrome continues and 8 ft diameter concrete pipes were buried at various points to be utilised as shelters in connection with the station defence scheme. In addition to the tarred strips across the aerodrome (fake hedges), camouflaged painting of hangars and buildings continues. From the air these appear to be not as conspicuous landmarks or buildings.

17-06-40 Wing Commander Dennis, Equipment Branch No.2 S of TT addressed a detailed squad of 12 airmen at the unit canteen about local demolition.

18-06-40 A report was issued by the watch office that AA gun fire was heard at Wolverhampton at 23.50 hours. The all clear signal was received at 00.04 hours.

19-06-40 NDC of 2 officers and 60 men augmented by the arrival of another company of NDC comprising of 2 officers and 70 men to replace a mobile column of KSLI and partly to reinforce the NDC.

Aerodrome defence now consists of two trenches each for two Lewis guns, and three trenches for six men each armed with rifles. A further trench is in course of construction. Duty officer SHQ Cosford advised to expect at any time, the arrival of 30 Allied aircraft.

- 21-06-40 Squadron Leader CA Watt admin staff Fighter Command, visited the station to discuss the possible accommodation and availability of ground equipment in the event of a transfer of two Spitfire squadrons in connection with the Western Defence Plan.
- 25-06-40 Three French aviators arrived in a Potez machine from Andover.
- 26-06-40 Three French pilots arrived in three Dewoitine fighters from Aston Down.
- 04-07-40 The Free French aircraft, three Dewontines and a Potez, left for St Athan.
- 24-07-40 Two teleprinter machines arrived.
- 29-07-40 Standard system of testing aircraft commenced from today in accordance with 41 Group instructions. Particular attention is also being made to ensure that aircraft are staggered and not picketed in straight lines, also that the natural camouflage available is being utilized to the greatest advantage.
- 06-08-40 AOC, 41 Group sanctioned the transfer of 25 Czechoslovakian Air Force personnel from No.2 School of TT to Duxford. This was carried out in four Anson aircraft.
- 09-08-40 Dr Benes, Czechoslovakian President arrived by air and was met on the aerodrome by Air Marshall Sir WGS Mitchell, Air Vice Marshall CWH Pulford, Group Captain WD Budgeon, Wing Commander ER Pretymann, Squadron Leader Chalmers and Colonel Berounsky. After the inspection of the RAF Guard of Honour, the Czechoslovakian team proceeded to RAF Cosford for the inspection of Czechoslovakian personnel. The entourage left by aircraft.
- 22-08-40 On the instructions of Group Captain Budgeon, P/O AR Cooper was appointed Unit Defence Officer, Duties included the training of the unit Home Guard (about 100 personnel), also the defence and precautions and supervision of the fire services and equipment etc. A parade of over 70 volunteers took place on the tarmac for the purpose of forming the sections and receiving instruction in drill under P/O Cooper, Station Sergeant Berry in conjunction with Major Forster, LDV Corps.
- 23-08-40 Enemy action at No.9 Sub Unit at Castle Bromwich resulted in superficial damage to an Audax aircraft and 25 Battle airframes.
- 25-08-40 Operation of the first DTN teleprinter commenced.
- 30-08-40 S/Ldr CJF Kydd from 41 Group visited the unit in connection with the erection of small 'Robins' hangars on the outskirts of the aerodrome.
- 31-08-40 During the month four machine gun posts and three cannon posts were positioned within and adjacent to the unit, communications being via field telephone to the service exchange installed in the SHQ.
- 04-09-40 A small fire broke out on the top of one of the 'D' Site hangars, but prompt action quickly subdued the outbreak.
- 06-09-40 In conjunction with the station defence, a pilot of this unit was detailed to carry out, for a 30 minute period every Tuesday and Thursday, low dive bombing attacks against all the RAF and RA gun positions, enabling the personnel manning these posts to have camera-gun practice.
- 07-09-40 A few acres on the north-west corner of the aerodrome became unserviceable while drainage operations were in progress.
- 14-09-40 Authority received from 41 Group concerning the control of aerodrome and flying to be taken over by this unit from RAF Cosford.
- 19-09-40 Mr Young from No.6 Works Area, Market Drayton visited this unit in connection with the Robins hangar sites.
- 07-10-40 Wing Commander WA Tattersall of 41 Group visited the unit to discuss dispersal of 17 aircraft to EFTS at Desford and Sywell
- 10-10-40 14 airmen, 2 NCOs and 8 civilians left the unit to by service transport with picketing irons, arms and ammunition to Desford for the purpose of providing and maintaining dispersal aircraft at 7 EFTS.

- 11-10-40 The following aircraft were flown from the unit to be dispersed at Desford: 4 Audax, 1 Hector, and 2 Tutors.
- 12-10-40 An Audax and a Tutor were flown to Desford for dispersal. Three Tiger Moths returned from Wolverhampton Airport on allotment. Sergeant Elvidge, in an Audax en-route for Desford, crashed and force landed at Atherstone. Slight injuries sustained to the pilot.
- 20-10-40 An extensive exercise took place between the 36th Independent 1st Brigade under the command of Brigadier AL Kent-Lemon and RAF Cosford station defence. Many attempts were made by the invading forces to gain access to the aerodrome, nearly all of which were frustrated owing to the alertness of the defending forces, and very few penetrations were made. The attack and defence of the aerodrome and outlying sites was monitored by the CO of this unit who summarised events as they occurred to operations HQ.
- 25-10-40 Three Audax and two Tutor aircraft ferried back to the unit from Desford for preparation for despatch on allotment.
- 01-11-40 One Audax collected from Desford, on allotment.
- 08-11-40 One Audax ferried from Desford to the unit.
- 11-11-40 Two Tiger Moths were flown back from Wolverhampton Airport.
- 14-11-40 First fighter aircraft was housed inside a Blister hangar.
- 15-11-40 Second fighter aircraft moved into a Blister hangar.
- 16-11-40 Two Robins now completed and ready for occupation. A number of aircraft earmarked for the dispersal fields, but owing to the recent heavy rain, the state of the access roads prevented this from being carried out. As from this date the aerodrome will no longer be obstructed at night by MT vehicles.
- 19-11-40 Two Spitfires housed inside a Robins hangar (No.10). Three Blenheim aircraft dispersed in Field No.3 and the necessary guard mounted.
- 20-11-40 Three Blenheim bombers dispersed to Field No.3.
- 21-11-40 Two Spitfires housed in Robins No.11. One Blenheim fighter dispersed to Field No.3. Mr Dicken, camouflage expert from the MAP inspected the Robins, Blisters and camp camouflage and also two projected sites at Upton Magna and Acton.
- 23-11-40 Six Lysander aircraft dispersed in field No.6. One Blenheim aircraft removed from Field No.3 and dispersed in Field No.6.
- 30-11-40 Summary of aircraft dispersed in Robins, Blisters and fields:
- | | | | |
|--------------|--------------|--------------|-------------|
| Robins No.10 | 2 Spitfires | Robins No.14 | 1 Spitfire |
| Field No.6 | 10 Lysanders | Field No.3 | 4 Blenheims |
| Robins No.11 | 2 Spitfires | Robins No.15 | 1 Spitfire |
| Robins No.12 | 2 Spitfires | | |
- 21-12-40 Wing Commander RG Shaw, HQ 41 Group Air Staff, plus Mr James and Mr Hewitt, Air Ministry Directorate of Works visited the unit to discuss the siting of the satellite aerodromes with the CO.
- 31-12-40 Progress report on Robins and Blisters:
- 19-09-40 Excavations started.
- 31-12-40 Two Blisters and six Robins complete and occupied. Seven Robins incomplete but access roads made.
- 31-12-40 Super Robins – all excavations complete and constructional work in progress.

1941 (AIR 29/967)

- 08-01-41 A reconnaissance party dressed in anti-gas clothing inspected all gas detector boards on 'A' Site. The CO toured the unit and inspected shelters, gas defence centre and decontamination centre.
- 19-01-41 A very heavy fall of snow rendered the flying ground unserviceable. Gangs of men were employed in clearing and 'cutting out' runways.

- 07-02-41 The CO inspected the satellite landing ground at Brockton. The thaw of snow has rendered the landing ground U/S.
- 08-02-41 Heavy rain has rendered the landing ground U/S.
- 14-02-41 W/Cdr R Louis accompanied by Mr Cappey and Mr Clarke from Boulton and Paul Ltd, Wolverhampton inspected a crashed Defiant adjacent to the aerodrome.
- 18-02-41 Group Captain HRH The Duke of Kent inspected the unit, accompanied by the CO.
- 19-02-41 ACM Sir Edgar Ludlow Hewitt, Inspector General of the RAF, visited the unit and left by air.
- 26-02-41 Planet Scheme brought into operation.
- 28-02-41 Owing to the state of Ternhill's aerodrome being U/S, a few Master aircraft with pupils and instructors practiced landings.
- 01-03-41 No.5 SFTS Ternhill was granted permission for practicing landings and circuits with Masters owing to the U/S nature of their home station.
- 07-03-41 Flight Lieutenant A Blonfield and P/O GHA Freear of Randell, Palmer and Tritton, London were accompanied to the satellite landing ground at Weston Park by the CO, on matters of camouflage.
- 10-03-41 A heavy snow fall deemed the landing ground U/S.
- 11-03-41 Incendiary bombs were dropped on the landing ground by the enemy. The fires were promptly extinguished. Two HE bombs narrowly missed an 'E' shed on 'B' Site but caused considerable damage to an end wall. Two other HE bombs dropped in open country damaged access roads to dispersed aircraft. Apart from two Lysanders in the 'E' shed, no other damage was sustained and there were no casualties.
- 18-03-41 Mr Fredey and Mr Graham of the Research Department of the Ministry of Home Security inspected the damage caused by enemy action on the 11th instant and were put in touch with the officers in charge of bomb disposal squad stationed at Cosford.
- 19-03-41 On this date pilots of the unit completed 1,000 hours test flying, representing about 3,000 air tests, with only three minor flying accidents.
- 23-04-41 Pneuphonic horn fitted to the watch office to give gas alarm. Demonstration given of German incendiaries which proved very useful in the organising of civilian fire fighting parties.
- 14-05-41 It is with deep regret to record the death of Sergeant CE Bell killed in a flying accident whilst carrying out ferrying duties.
- 15-05-41 In accordance with orders received from HQ, 41 Group, the 9 MU Sub-Unit at Castle Bromwich was closed down on this date.
- 20-05-41 P/O LT Channing and Mr LS Dixon from the Air Ministry visited the station in connection with camouflaging the Robins.
- 27-05-41 Lt Col W Forster, Major Gell and Major Robbins, station defence commander attended a meeting concerning the formation of a unit of Home Guard.
- 26-07-41 No.3 Ferry Pilots Pool, Hawarden, ATA commenced operations at the unit as No.3 Ferry Pilots Sub-Pool.
- 01-09-41 F/Lt Kirkpatrick, Armament Officer, 51 Wing, visited the unit to inspect progress of work and to inspect the new butts for cannon firing.
- 10-09-41 F/Lt Francis and F/Lt Holdsworth crashed whilst flying a Dragonfly aircraft. F/Lt Francis was seriously injured.
- 24-09-41 S/Ldr Davidson of HQ 41 Group and F/Lt Kirkpatrick of 51 Wing visited the unit for the observation of the first test of the Spitfire cannon.
- 09-11-41 Spitfire from Ternhill crashed on the new runway under construction. The pilot was uninjured.
- 21-11-41 Whitley V (Z9422) from Armstrong Whitworth, Coventry overshot whilst landing and ran into the perimeter wire defences causing slight damage to the aircraft. Pilot was unhurt.

1942 (AIR 29/967)

- 06-01-42 Prince Bernard of the Netherlands landed in the morning in a Flamingo. He was met by the CO W/Cdr Chalmers and left during the afternoon with five passengers.
- 01-02-42 A fall of snow occurred and it was decided to clear a runway at 14.00 hours. This operation was duly undertaken and by 16.40 hours this had been completed. The station CO, RAF Cosford provided a force of 400 men, each of the men being provided with a shovel out of the unit's resources.
- 10-02-42 A special salvage drive was held at the unit for the purpose of collecting as much steel and iron scrap as possible. Liaison was made with the various contractors at whose dumps scrap iron had been seen lying about in considerable quantities for many months. It was arranged for this to be collected by the unit. Seven railway wagons were filled, and a total of 36 tons was actually sent off.
- 01-03-42 In connection with the 'Wrekin' Defence Exercise the unit Home Guard was called upon to assist with the defence of the aerodrome and acquitted themselves creditably being complimented by the local defence authorities on the part they played.
- 09-03-42 Squadron Leader Blomfield of the MAP visited No.33 SLG Weston Park and P/O Johnson attended to discuss with him various features relating to the early completion of this satellite.
- 10-03-42 S/Ldr Blomfield visited No.30 SLG Brockton
- 11-03-42 P/O Howard reported for duty at 30 SLG to fill the Engineer Officer vacancy.
- 18-04-42 No.33 SLG officially opened. After two Spitfires (BP881 and BP879) had landed at 15.05 hours, 41 Group and 51 Wing were signalled by 9 MU. Wing Commander AM Chalmers and two representatives from 51 Wing (F/Lt Bunting and F/Lt Wernher) witnessed the arrival of all aircraft, the day's total being four Spitfires.
- 22-04-42 At 33 SLG, a defence scheme was formed by Lt Howells, the officer in charge of a detachment of KSLI, which included three Beaverettes that had been recently supplied.
- 30-04-42 The total aircraft stored at 33 SLG was thirteen Blenheim Mk.V and four Spitfires.
- 03-05-42 First Officer Pyatt of the ATA, piloting Whitley (K7221) from Prestwick to Cambridge, called en-route and overshot on landing and ran into the perimeter track causing slight damage to the aircraft. The pilot was uninjured.
- 04-05-42 Dominie (R9560) piloted by F/Sgt Mzourek, which was calling at this unit with stores from Sealand crashed on landing, causing damage to the undercarriage. The pilot was uninjured.
- 07-05-42 Dispersal Scheme 'B' was brought into operation and the hangar holdings were adjusted to permissible figures.
- 08-05-42 Eleven aircraft were handled on and off 33 SLG during the day.
- 23-05-42 Dispersal Scheme 'A' was re-introduced and suitable adjustment was made to hangar holdings.
- 25-04-42 Seven aircraft were handled on and off 33 SLG during the day, with only seven employees present.
- 31-05-42 Aircraft holdings at 33 SLG:

Spitfire I (6)	Spitfire IA (2)	Spitfire IIA – 2	Spitfire VB (8)
Spitfire VC (2)	Spitfire PRU (4)	Bisley (5)	
- 07-06-42 Captain Rhodes, Area Engineer, ATA discussed with the CO, the matter of housing and servicing ATA machines in transit during the coming winter season. It was agreed that the unit could cope with small numbers out of its own resources, but if large numbers of aircraft put down, special personnel would be required and such personnel might be drawn from a pool.
- 10-06-42 The local defence advisor convened a meeting which was attended by the CO and the officer in charge of the unit's Home Guard. The defence of the aerodrome was demonstrated with the aid of large scale models with special reference made to the sector allocated to the unit's Home Guard.

- 15-06-42 The construction of the runway having been completed, work commenced on that section of the perimeter track connecting the end of the runway with Site 'B'. This work, although not part of the original plans, was recommended necessary by the CO. Contractors advised that the work would be completed in two weeks. A flying accident in which Spitfire V (AX4485), piloted by a unit pilot, F/O PC Ramachandran took place due to technical failure. The pilot was uninjured and the aircraft was not seriously damaged.
- 25-06-42 S/Ldr Appleby MAP Dispersal Officer visited the unit. We referred to dispersal of aircraft with exceptionally distinctive markings, such as Coastal Command Whitleys and the inadvisability of dispersing such aircraft at the satellites. No aircraft have been so dispersed by this unit.
- 29-06-42 The new 'Production' team scheme evolved by HQ 41 Group started. It consisted of a 2nd engineer officer, 2nd equipment officer and a progress officer. HQ was re-arranged for the team to have an office next to that occupied by CEO.

Satellite Landing Ground Report for June 1942

- No.30 Output of operational aircraft during the month of June was increased, a total of 28 being despatched during the period. This result was contributed to by the favourable weather and by the smooth working of the works programme laid down. Site contractors have completed the work of putting dummy hedges by painting across the landing strips, and the results from the air were reported by unit pilots to be entirely satisfactory. The perimeter of the greater part of the satellite was staked off to permit the grazing of cattle and this has resulted in a considerable improvement of the site from a camouflage point of view.

Defence arrangements appeared to be functioning well and a day patrol in the area was arranged in addition to the night patrols.
- No. 33 The production of operational aircraft during the month was satisfactory, the satellite having contributed its share to the figures achieved by its parent unit. The satellite has settled down to its job – 13 aircraft having been handled in and out in one day. It is anticipated that the production figures will show an early increase. Spitfires were allocated to the satellite at its opening, however during the month the first Wellington landed satisfactory, thus demonstrating that the satellite was satisfactory for all types held by the parent unit. Defence arrangements during the month included an exercise in which an Army detachment and local Home Guard took part.

Dispersal Report for June 1942

During the month dispersal was maintained at a satisfactory level. The aim had been to spread the unit's large holding over an area as large as possible, permitting only the smallest number of aircraft to remain on or around the aerodrome at any one time. Excluding the R&D Park, not more than five or six aircraft were on the aerodrome at any one time.

The Luton Hides for fighter aircraft recently supplied were erected and reported to be very satisfactory for the purpose to which they were designed. They were distributed as follows:

Two located at the R&D site, two at each site and eight in the dispersal fields. Twelve more remain to be erected and it proposed to put these in the dispersal fields where there is limited natural cover.

Diary Continues

- 01-07-42 The present capacity of the unit for the preparation of aircraft was increased by the arrival on posting of an Armament Officer, whose special concern is the testing of aircraft cannon and machine guns.
- 23-07-42 The new runway was brought into use today. The officer in charge of flying took-off and landed in a Wellington and pronounced the surface as satisfactory. The runway, which is built of concrete with a surface of tarmac, is 1,200 yards long and runs approximately from north-west to south-east.
- 25-07-42 The unit's Home Guard was inspected by the CO of the battalion, Colonel Forster. He complemented the unit CO, Captain Elsdon on the smartness of the turn out and expressed himself well satisfied with everything he saw.

- 30-07-42 The first Horsa glider produced by the unit was towed away by a Halifax. It is understood that this glider was among the first produced by Horsa Holding Units and satisfaction was felt that its teething troubles had been quickly and satisfactorily overcome, by the good work put in by the glider erection staff.

Preparation of Aircraft Report for July 1942

The month of July has been chiefly notable for the number of rather large special commitments. No less than four commitments involving 48 aircraft were, in addition to the ordinary production work of the unit, completed up to schedule time during the month.

Dispersal Monthly Report

The policy of spreading the unit's large numbers of aircraft over the widest area was continued at the satellites and dispersal fields. Aircraft in hangars were within the permitted numbers during the month.

Satellite Landing Grounds Report for July 1942

- No.30 A total of 24 aircraft were handled during the month. A military exercise, having for its object the defence of the satellite, was held on 5 July – the local HG and Army defence troops took part. The landing strips were serviceable throughout the month.
- No.33 Holding of aircraft at 31-12-42 was 35 which were all Spitfires.

Diary Continues

- 06-08-42 F/Lt Duffy, Test Pilot from HQ 41 Group inspected the unit's satellites for their suitability or otherwise for four-engine aircraft. Both satellites were pronounced suitable to accommodate these types.
- 07-08-42 A Ministry of Information photographer arrived to take photographs for press purposes of the unit's Indian Test pilot F/O PC Ramachandran.
- 13-08-42 The AOC 20 Group expressed a wish to HQ 41 Group that as many of the ATC cadets then in camp at Cosford as possible should be given flights. Nearly 100 were flown in two days by the unit's test pilots.
- 20-08-42 The unit carried out an air firing test of a Spitfire on the sea range at Harwarden.
- 24-08-42 Colonel Clark, Defence Advisor, HQ 41 Group visited the unit on defence matters. The position of the unit's Home Guard in the Defence Scheme of the station was discussed in its relation to the chain of command. The opinion was expressed that it would be preferable for the Home Guard to come definitely under the station defence HQ rather than HG battalion HQ.
- 26-08-42 Wing Commander Russell, HQ 41 Group visited the unit regarding the glider programme; he said he was well satisfied with the progress in glider output that the unit was making. The new runway constructed by the MAP at the unit was formally taken over by the AMWD, RAF Station Cosford.

Preparation of Aircraft Report for August 1942

The numbers of aircraft produced during August reached the satisfactory total of 171. Four special commitments were dealt with of tropicalized aircraft of four different types.

Dispersal Report for August 1942

Dispersal was aided during the month by a general falling off in holding of aircraft. Turnover became more rapid, many fighter aircraft being brought in from dispersal fields for preparation. Space in the Robins thus made available was immediately filled by other aircraft parked in the open.

Satellite Landing Grounds

- No.30 Work proceeded normally and smoothly, 17 aircraft being despatched during the month. A guard dog compound was constructed out of the unit's resources. Materials used included wooden posts, manufactured on site, and steel wool. The satellite maintenance gang carried out the work.

- No.33 The holding of aircraft was reduced owing to despatch of many Spitfires to the parent unit. A practice fire alarm was given on the 30th; the turnout was very quick and satisfactory. Otherwise work proceeded normally; matters receiving special consideration during the month included anti-gas measures and defence.

Diary Continues

- 08-09-42 Wing Commander Gilbert from HQ 41 Group visited the unit on the glider programme. The accommodation problem was discussed, and decisions were taken after consultation with the CO, as a result of which the whole of the hangar accommodation on the main site was made available for work on gliders.
- 12-09-42 The training of fire watchers in fire fighting duties instituted on 7 September, included the use of trailer pumps, and continued under the fire master of the unit.
- 30-09-42 The special security measures adopted during the month included a special surprise check of all employees' passes. This revealed an unsatisfactory state of affairs. A full report was forwarded to HQ 41 Group. The amount of salvage collected during the month by the unit amounted to 10 tons of rubber and 12 tons of metal.

Preparation of Aircraft for September 1942

The month of September witnessed the change-over to full time Horsa glider production, with a consequent variation in the types of aircraft to be held by the unit in future. Notwithstanding this, however, production was maintained at a high level. The satisfactory total of 2,152 machines was prepared during the month, and included 100 Spitfires. The September production features are as follows:

- Collection of the first two Hotspur gliders by air, two of these machines being air towed by Lysanders on 30-09-42.
- Progress was made with the special commitment for tropicalized Spitfires.
- Satisfactory results were obtained with the job of clearing up and despatching the remaining Whitleys and Wellingtons.
- Production and despatch of 12 Spitfires VAs and VBs for the Royal Navy.

Dispersal Report for September 1942

Owing to the reduction in the number of heavy aircraft held, due to policy changes dispersal did not prevent any problems during the month. Satellites and dispersal fields were supplied with machines in that order and care was taken to fill up Robins hangars before permitting fighter aircraft to be parked in the open. No.33 SLG was practically denuded of aircraft during the month owing to its holding of Spitfires being required by the parent unit. No further aircraft were sent to this satellite pending the result of certain representations which were being made to HQ 41 Group and HQ 51 Wing concerning the availability of keeping the satellite open in view of the preoccupation of the main unit on glider production.

Satellite Landing Grounds Report for September 1942

- No.30 Fifteen aircraft were dealt with during the month. Visit by Group Captain HJ Payne, HQ 51 Wing. New slit trenches dug.
- No.33 Most of the holding of Spitfires was delivered to the parent unit. Visit from Sub-Area military commander on defence matters. Firing practice with Thompson sub-machine guns by members of the unit's Home Guard.

Diary Continues

- 02-10-42 The siting of the two new hangars to be erected on the unit was finally agreed between the CO and the representatives of the MAP.
- 04-10-42 Authority was received from HQ 41 Group to close No.33 SLG, Weston Park until further notice.
- 18-10-42 Wing Commander Bullock visited the unit and 30 SLG on dispersal matters. He stressed the necessity of implementing HQ 51 Wing policy of dispersing as many aircraft as possible to satellites. Investigations showed that the unit had not been deficient in this regard.
- 19-10-42 An allotment exercise commenced this day. The unit received a signal advising the commencement of the exercise early in the early morning, and by 15.00 hours its list outstanding allotments had reached 51 Wing HQ by the unit's own despatch rider. The daily

telephone return was sent during the exercise by Wing HQ by teleprinter and by the unit's despatch rider. The exercise closed as far as the unit was concerned with the despatch on the 22 October of the return of aircraft despatched during the period.

- 23-10-42 A guard dog compound for the accommodation of MAP guard dogs was constructed at the unit, advice having been received that a team of eight handlers and dogs was being sent to the unit at the end of the present month.

Preparation of Aircraft Report for October 1942

Arrangements for the devoting of the whole of the main site to glider production were completed, and a total of 30 gliders were raised to the 'ready for air test' state during the month. The first phase of commitment 470 Spitfires VBs tropical required the completion of 20 aircraft by the 17th. A special effort was made which resulted in the production of 22 machines by the 15th. The second phase involved the production of 8 aircraft and they all were notified as ready within 48 hours of receipt of instructions.

Dispersal Report for October 1942

The reduction in intake drastically reduced the number of aircraft available for dispersal; no fighters were stored in the open in the dispersal fields and room inside the Robins hangars was reported as available.

Satellite Landing Grounds Report for October 1942

- 30 SLG Numbers of aircraft available were small, and the month was chiefly notable for the arrival of representatives of the firm Callenders, the company undertaking the work of covering the steel hides at the satellites.
- 33 SLG This satellite was, in accordance with instructions from HQ 41 Group, temporarily closed; the MAP maintenance gang was left in possession and arrangements were made for the site to be visited once per week by an officer of the unit.

Diary Continues

- 18-11-42 Lt Col Clark, Defence Officer, HQ 41 Group visited the unit to discuss the situation created by the withdrawal of the Army guards from the main unit and satellites. He was informed that satisfactory temporary arrangements had already been made by the unit to provide substitute guards out of its own Home Guard, and in the case of No.30 SLG, from that of the neighbouring Home Guard contingent.
- 18-11-42 On this day Horsa glider (DP499) was notified to HQ 41 Group as being ready for use. This was the 50th Horsa produced at the unit.
- 30-11-42 The training of unit personnel in ant-gas measures proceeded. The programme included lectures, revision discussions and practical demonstrations. The crash tender crew, now provided by the unit out of its own personnel (the RAF crew having been withdrawn by the S of TT) was practised in its duties; lectures in first aid by the station medical officer were arranged to them. The salvage collection proceeded normally during the month and the material gathered included nearly ten tons of scrap rubber.

Preparation of Aircraft Report for November 1942

The reduction in input during the month of October, designed to facilitate the changeover to glider production, had its effect on the figures of aircraft raised to the 'ready for issue' state during November. The total was the moderate one of 90 for the month, and this included 43 gliders and also 26 Spitfires principally for commitments 411 and 479. Five Beaufighters were received from 27 MU for dispersal and storage and these were sent to 30 SLG.

Dispersal Report for November 1942

The number of aircraft available for dispersal dwindled still further during the month, and the staff in the dispersal fields was reduced accordingly.

Satellite Landing Grounds Report for November 1942

- 30 SLG Only ten aircraft were dealt with during the month, which was notable chiefly on account of the arrival of a contingent of MAP guard dogs with their handlers. The interim arrangement, under which a guard for the satellite was provided by the Shifnal Home Guard, was discontinued.
- 33 SLG Instructions were received to re-open this satellite for the reception of Blenheims for storage.

Diary Continues

- 01-12-42 No.33 SLG was re-opened on instructions from HQ 41 Group for the storage of Blenheims. A temporary guard was provided by the RAF Regiment pending the arrival of the dog team.
- 02-12-42 A conference on glider production was held at HQ 41 Group, and was attended by the unit's engineer officer in charge of glider erection. Measures to implement the decision of higher authority to confine glider production to two units, of which this is one, were discussed and a production programme was assigned to this unit.

Note: that from this point on, the ORB unfortunately has large gaps between entries, as *'there is nothing of importance to report'*. This continues to 31 March 1944, after which a monthly entry is made at the end of each month which continues until July 1945 after which more detail is recorded.

1943 (AIR 29/967)

- 21-04-43 Air Marshall DG Donald, C-in-C Maintenance Command paid a visit of inspection to the unit. A tug and glider flight was formed, for this an establishment by the Air Ministry of 12 officers and 98 other ranks for the purpose of testing and ferrying the gliders produced at the unit.
- 28-07-43 Air Chief Marshall Sir Edgar R Ludlow-Hewitt visited No.2 S of TT and inspected the hangars.

1944 (AIR 29/967)

- 31-03-44 Personnel strength – 29 officers, 5 officers attached (including 1 WAAF officer), 72 other ranks, 3 officer civilians, and 756 ½ civilians (sic)!
- 30-04-44 Normal preparation during the month continued satisfactory and the target period on the 14 April showed 172 aircraft completed against the target of 149. Horsa production for the latter half of the month showed a decrease owing to the lack of components. Apart from normal work, the unit commenced engine installations in Spitfire IX airframes held in storage and by 30 April, 23 aircraft had been completed.
- 31-05-44 Commitments 491 and 492 were all completed by the required dates. Glider targets were also completed. Merlin engines were installed into Spitfire IX airframes. Personnel strength – 35 officers, 118 airmen, 3 officer civilians, and 758 civilians.
- 30-06-44 Aircraft preparation continued satisfactory during the month and all commitments of a special nature were met. Horsa production still suffers from lack of certain components. Installation of Merlin engines in Spitfire IVs being carried out and it is anticipated completion of the 120 aircraft by the end of July.
- 31-07-44 Aircraft preparation proceeded very satisfactory during the month, the target period ending on 14 July, with 180 aircraft being produced against a target of 181. This included the installation of 30 Merlin 66s in Spitfire IXs, also ten sets of main planes were removed from Spitfire IXs which were required for transfer to 2nd TAF; personnel worked all night of the 10 July to achieve this. For the six months ending 14 July, the unit has produced 947 aircraft.
- 31-08-44 Aircraft preparation for the month was very satisfactory; for the target period ending 14 August, 177 operational aircraft were prepared against a commitment of 161. This included the installation of ten Merlin 66 engines in Spitfire IX aircraft. The glider commitment of 60 was met in spite of shortage of components in the early part of the month. This is the highest figure so far recorded for the unit and the total number erected to date is 809 completed gliders. Personnel strength – 34 officers, 113 other ranks, 3 civilian officers, and 750 civilians.
- 30-09-44 The preparation of aircraft continued satisfactory for the target period ending 14 September 1944. The commitment for Spitfire IX aircraft equipped to column 9 was not met owing to insufficient aircraft being available. Glider production of 62 for the period was a record for the

unit, bringing the grand total of gliders produced to 871. A total of 157 aircraft and gliders were prepared against the target of 158.

- 31-10-44 The production of aircraft for the period was satisfactory. 159 aircraft were prepared against a target of 175. The production rate of glider assembly has not been maintained owing to a shortage of components. Personnel strength – 31 officers (plus 4 attached), 113 other ranks (plus 28 attached), 3 civilian officers and 736 other ranks.
- 30-11-44 The preparation of aircraft proceeded satisfactory for the period ending on 14 November. A total of 67 powered aircraft were prepared against a target of 100, but the quantity prepared does not represent the man hours worked, in that the aircraft called for a commitment 509 requiring complete assemble of main planes and the installation of engines. The commitment for Spitfire VIIIs could not be met owing to insufficient numbers being available, the preparation being 6 out of a target of 18. The Horsa programme continued as far as the supply of components would allow.
- 31-12-44 The month proved satisfactory so far as powered aircraft were concerned. Most commitments were met, but inclement weather, shortage of aircraft intakes being the main causes of non-completion. The Horsa programme was delayed due to various modifications and assembly difficulties connected with the new Mark II. Shortage of components, undercarriage and noses, and the weather all contributed to the poor output. Personnel strength – 29 officers (plus 4 attached) and 118 other ranks (plus 18 attached).

1945 (AIR 29/967)

- 31-01-45 Normal preparation of aircraft continued during the period 15 December 1944 to January 1945, excluding the Christmas holiday (23 to 26). 60 aircraft were produced against a target of 97. Factors which held up production were:
- Engine commitment 194 units were completed.
 - During the period there were 13 non-flying days and 6 limited flying days.
 - A large proportion of WIP aircraft were not required until the later part of the period.
- Against a target of 65, 41 Horsa IIs were produced. Erection parties are still experiencing a difficulties associated with this particular glider, nevertheless the output was an improvement on the previous period.
- 28-02-45 The target period 15 January to 14 February showed an increase over the previous month in both powered aircraft and gliders. A total of 74 powered aircraft out of a target of 123 and 52 gliders out of commitment of 70 were produced. Urgent commitment of Spitfire XIV and XVIs held up work on other types, plus the generally poor condition of Spitfire IXs as received entailed additional expenditure of many man hours. Personnel strength – 30 officers (plus 4 attached), 111 other ranks (plus 19 attached), 3 civilian officers, and 737 civilians.
- 31-03-45 During the period 15 February to 214 March, the preparation of Spitfires and Horsas was maintained, although in neither case was the target of 129 Spitfires and 70 gliders reached, the output being 91 Spitfires and 60 Horsa gliders. Good weather over the period, during assisted in keeping the figures up and counterbalanced the disadvantage of a 28 day period instead of the normal 30. The accumulation of around 50 gliders awaiting delivery was cleared during this period; this reflected very favourably on the good work of the Tug and Glider Flight.
- 30-04-45 The target for the unit over the period 15 March to 15 April was 124 Spitfires and 70 Horsa gliders. The output for gliders for this period was very good and reached a total of 67. Spitfires however fell short of the target by 43 aircraft mainly as a result of low intake of aircraft and not being available to complete certain commitments. The group storage scheme for new aircraft and those withdrawn from operational squadrons on the cessation of hostilities was implemented, the organisation allowing for considerable expansion to deal with large numbers of aircraft received. Personnel strength – 28 officers (plus 5 attached), 78 other ranks (plus 22 attached), 3 civilian officers and 731 civilians.
- 08-05-45 VE DAY – A parade was held at RAF Cosford at which 9 MU were represented to the fullest extent possible. During the 48 hour period following the announcement of VE Day, each section of the unit supplied personnel according to requirements, to be responsible for its functioning and to maintain discipline. Organised entertainments took place on the station including a fair run by RAF personnel, the proceeds of which went to the Red Cross. During the period 15 April

to 15 May, 67 Spitfires and 54 Horsa gliders were prepared against a target of 107 Spitfires and 790 gliders. The organisation for the preparation of aircraft for 'Long Term Storage' proceeded satisfactory. Aircraft in Robins hangars were reprepared and subsequently dispersed to field sites under the new scheme. Cessation of hostilities with Germany was officially announced as from 8 May, and two days holiday was allowed to all employees.

- 30-06-45 The target for the period 15 May to 14 June was 116 which consisted of 61 Spitfires and 55 Horsas (10 Mk.I and 45 Mk.II). 58 Horsa gliders were produced but due to non-delivery of components, only one Mk.I was included in this number. 50 Spitfires were produced plus 5 additional making a total of 55 aircraft of all types. 33 aircraft were prepared for long term storage and towed to dispersal sites 5 and 6 accommodating aircraft prepared during May and June respectively. Personnel strength – 28 officers (plus 6 attached), 101 other ranks (plus 14 attached), 3 civilian officers, and 723 civilians.
- 31-07-45 The target period 15 June to 14 July consisted of 117 aircraft, of which 62 were Spitfires and 5 Horsa II and 10 Horsa I. The Horsa II target was completed plus 3 Horsa Is. Production of the latter type was cancelled on HQ 41 Group instructions. 62 Spitfires were prepared for long term storage and dispersed in the fields.
- 01-08-45 The remaining 7 officers and 21 airmen of the Glider Tug Flight proceeded to 20 MU Aston Down on disbandment of the flight at this unit. The Glider Tug Flight is to reform at Aston Down.
- 24-08-45 Information received from HQ 41 Group that all Horsa production is to cease. Any Horsas that are nearly completed are to have their erection finished and are to be put out to dispersal. The following aircrew are now redundant: F/Lt JS Marr, F/Lt W Fletcher, F/O FR Hood, F/O JM Middleton, F/Sgt Johnson and Sgt Hamilton.
- 25-08-45 The three dog handlers at 30 SLG are to be attached to RAF Colebrooke pending post. This leaves the satellite at Brockton unguarded and arrangements have been made for the AMC to police the airfield.
- 31-08-45 The most important event of the month was the proclamation of the cessation of hostilities with Japan. Although this came rather unexpectedly action was taken to prevent any breaches of discipline during the following 48 hours and a skeleton working staff was maintained. For the period 15 July to 14 August, the target was 95 aircraft, consisting of 50 Spitfires and 45 Horsa Mk.IIs– of these 28 gliders were completed and 28 Spitfires plus an additional 8 (non-target aircraft). A total of 21 Spitfires, 11 Mosquitoes and 56 Tiger Moths were prepared for storage and dispersal. Total flying time for the month: 29.6 hours. Personnel strength – 18 officers (plus 8 attached), 54 other ranks (plus 12 attached), 3 civilian officers, and 685 civilians.
- 30-09-45 During the period 15 August to 14 September, 13 Horsas were prepared before production was stopped on HQ 41 Group authority. From a target of 24 Spitfires, 13 were prepared, and 9 Mosquitoes, 51 Tiger Moths and 8 Spitfires were prepared for storage. All Spitfires were removed from the dispersal fields and dispersed around the airfield instead. Total flying hours for the month: 22.0 hours.
- 06-10-45 Wing Commander FC Freemantle assumes command of 9 MU taking over from W/Cdr AM Chalmers who proceeded to 100 PDC for release under Class 'A'.
- 12-10-45 Three of the test pilots (F/Lt CW Francis, F/Lt VJ Sumpter and F/O AE Jordan) ceased attachment and proceeded to 22 MU. This leaves only two test pilots on the unit.
- 31-10-45 During the target period 15 September to 14 October, 9 Spitfires out of a target of 13, and 11 additional non-target Spitfires were prepared. One Mosquito XXV was prepared to Class 1 condition. The following aircraft were prepared for long term storage: 5 Horsas with wings off, 36 Mosquitoes and 2 Tiger Moths. The Test Pilot's hut, which is no longer required for the CTP, is being transferred to 'A' site to house the Publications Section. Total flying hours for the month: 16.10 hours. Personnel strength: 14 officers (plus 1 attached), 38 other ranks (plus 20 attached), 3 civilian officers, and 581 civilians.
- 30-11-45 The target for the period 15 October to 14 November consisted of 10 Spitfires and 10 Mosquitoes– of these, 3 Spitfires were completed plus another waiting for an air test. Of the Mosquitoes, all 10 were finished but not air tested. In addition to the target, 4 Spitfires were prepared. Aircraft prepared for long term storage were as follows: 49 Horsa gliders and 49 Mosquitoes. During this period 17 Hadrian gliders were received for storage. At the beginning of the month it was decided that guard dogs were no longer required in view of the

fact that all aircraft are stored within the perimeter of the airfield except the Tiger Moths which are stored in the Robins hangars. Accordingly authority was given to dispose of the dog handlers and dogs. The dog compound was transferred to 273 MU on 29 November and the handlers will follow as soon as the compound has been re-erected. Steps have been taken to ensure that the Robins hangars are secure and a daily patrol is carried out by the AM Constabulary. Total flying time for the month: 13.0 hours.

- 31-12-45 During the period 15 November to 14 December the target for preparation consisted of 10 Mosquito FB6, 4 Spitfire FR18 and 10 Tiger Moth II. Of these 10 Mosquitoes, 8 Tiger Moths and 3 Spitfires were produced. The 10 Mosquito FB6s were prepared and are waiting for air test, but owing to weather conditions this could not take place for around 14 days. Overtime was worked on the last Sunday of the target period to produce these aircraft. Information has since been received that they are actually not required and they are to be prepared for long term storage. A Spitfire XVIII and 2 Moths were finished but untested. The fourth site of stored aircraft (17 Spitfires) was given a six-month reparation for storage, and deterioration was found to be negligible. Three additional aircraft were prepared: 1 Spitfire PR11, 1 HF IXE and 1 LF XVILR, 10 Horsas and 10 Hadrian gliders were received during the month and other than these all the remaining Horsas were completed for long term storage and 12 Hadrians were stored indoors with wings removed. Total flying hours for the month 9.45 hours. Normal routine was enlivened on two occasions during the month by a visit of a Meteor. Great interest was shown in the aircraft and everyone enjoyed the short flying display. Personnel strength – 11 officers (none attached), 37 other ranks (plus 24 attached), 3 civilian officers, and 549 civilians.

1946 (AIR 29/1459 & AIR 29/1460)

- 31-01-46 During the period 15 December 1945 to 14 January 1946 the target for preparation consisted of 22 aircraft. Of these, 4 Mosquito B16s, 1 Spitfire XVIII and 2 Tiger Moths were produced. The Mosquito XXs (Canadian built) presented considerable difficulty as the aircraft varied considerably from other types handled by this unit. The two Spitfire IIAs were delegated to be broken up on the unit. Mosquito XVI (RV295) was produced but was damaged on its test flight by a bird flying into the air-intake. The contents of one of the sites of stored aircraft (13 Spitfires) were given their six-monthly reparation for storage inspection – no deterioration was found, and an additional 15 aircraft were prepared for storage. The following aircraft were received during the month – 1 Horsa I, 18 Horsa II, 5 Hadrian Is, 2 Hadrian II, 1 Mosquito NF30 and 23 Tiger Moth IIs. On the night of 29 / 30 January a severe gale damaged 19 gliders, 7 of which are beyond repair but the majority of the 19 are non-effective gliders. Total flying time – 14.20 hours. Number of take-offs: 152 and landings: 183. Personnel strength – 12 Officers, 42 other ranks, (plus 9 attached), 3 civilian officers and 549 civilians.
- 28-02-46 The target for preparation for the period 15 January to 14 February consisted of 21 aircraft. Of these the following aircraft were produced – 3 Spitfire LF16s, 1 Mosquito B16, 2 Mosquito B6s and 6 Mosquito B20s. A Spitfire F9 / 950 and 2 Mosquito B16s were produced but were not air tested due to bad weather. The following were prepared for storage – 5 Mosquitoes, 24 Tiger Moths and 16 Horsas. The contents of the second site of stored aircraft (12 Spitfires) were given their six-monthly reparation for storage inspection and no deterioration was found. On 28 February, Mr Dickens of No.6 Works Area visited the unit in connection with derequisitioning of Robins and access tracks. F/Lt PC Ramachandran, test pilot attached to 9 MU is awaiting posting to 9 MU, to take over as chief test pilot from S/Ldr TPM (Mike) Cooper-Slipper. Flying time (test pilot): 7.55 hours and No.2 S of TT: 4.25 minutes. Number of take-offs: 101, landings: 101. Personnel strength – 12 officers, (plus 1 attached), 57 other ranks (plus 10 attached), 3 civilian officers, and 525 civilians.
- 31-03-46 The production target for the period 15 February to 14 March consisted of 3 Spitfires, 6 Mosquitoes and 3 Tiger Moths. Of these only 2 Spitfire XVI were prepared, the other Spitfire had accumulated a considerable quantity of outstanding modifications. Four Mosquitoes FB6s were partially prepared and then passed to Marshalls of Cambridge for a modifications 1005 and 1006. The remaining two FB6 were held up waiting for spares. Three Tiger Moths were prepared with the exception of modification 37. Four additional Spitfires and four Mosquitoes were prepared which were carried over from previous targets. In addition 2 Spitfires, 6 Tiger Moths and 5 Horsa gliders were prepared for storage. On 25 March, Test Flight moved into the new Test Pilot's Hut. The Midland Regional Flying Staff officer, restricted landings to those made by prior permission only, and closing the airfield at 17.30 hours daily, with the exception

of Sundays, when the airfield is closed all day to visiting aircraft. On 26 March, Mr Fenn, Lands and Requisitioning for and behalf of the MAP, decided that Super Robins (No.5) and Robins (Nos.4 and 8) could be derequisitioned. Aircraft tested during the month 24; total flying time (9 MU): 12.30 hours and S of TT: 22.35 hours. There were 160 take-offs and 164 landings.

- 30-04-46 The production target for the period 15 March to 14 April, consisted of 20 Mosquitoes, 2 Spitfires and 3 Tiger Moths. Of these, 6 Mosquitoes FB6 and 1 Mosquito B16, 6 Spitfires and 3 Tiger Moths were produced. Outstanding modification sets and spares held up production of the remaining Mosquito FB6 and PR16s. These aircraft were prepared as far as possible and passed to Marshalls of Cambridge's working party. In addition to the above, 1 Mosquito NF30 and 6 Spitfires LF8s were prepared for issue as instructional aircraft. Site Nos. 1 and 2, consisting of 40 Tiger Moth, 12 Spitfires and 9 Horsa aircraft, were given six and twelve monthly inspections and reprepared for storage. Of these, 1 Spitfire and 3 Tiger Moths were fully prepared to issue standard and air tested. On 8 April four civilian 9 MU teleprinter operators were deleted from the unit's establishment and transferred to RAF Cosford. The watch will be opened on the SHQ teleprinter at 08.00 hours on 8 April and ceased at 9 MU. Personnel strength – 10 officers (plus 1 attached), 33 other ranks (plus 10 attached), 3 civilian officers and 500 civilians. Flying times – test pilot: 14.15 hours and No.2 S of TT: 26.55 hours. Number of take-offs: 151 and landings: 153.
- 31-05-46 The production target for the period 15 April to 14 May consisted of 16 Mosquitoes and 2 Spitfires. Of these, 5 Mosquitoes and 1 Spitfire were produced. Of the aircraft not produced, 8 Mosquitoes were being worked on by the contractor's working party for the embodiment of modifications and were held up for spares. Four Mosquitoes originally on the target were taken off by HQ 41 Group. 12 Mosquitoes and 14 Spitfires were prepared for storage. Flying times – test pilot: 7.20 hours and No.2 S of TT: 27.35 hours. Number of take-offs: 139 and number of landings: 135.
- 30-06-46 The production target for the period 15 May to 14 June consisted of 39 aircraft made up of 13 Mosquitoes, 3 Spitfires, 3 Tiger Moths, and 20 Horsa gliders. Of these, 5 Mosquitoes, 3 Spitfires, 3 Tiger Moths and 16 Horsa gliders were produced. The contractor's working party held up production on Mosquito FB6 as these aircraft still required their modifications. Two Mosquito PR16s were completed and allocated on 25 April, but not collected. Four Mosquito PR16s were completed and offered to UID for clearance. Four Tiger Moths on the target were not required until 30 June. The remaining four Horsas were 90% serviceable. The following were received at the unit and initially prepared for storage: 14 Spitfires and 15 Mosquitoes, 5 Mosquitoes and 2 Tiger Moths were given periodical inspections. On 14 June the first Lancaster arrived at the unit for preparation for long-term storage. Also on the 14th, the two site 'F' Bellman hangars and a doping hangar plus domestic accommodation previously occupied by Vickers Armstrongs were taken over from MAP and used for storage of Class 1 aircraft. On 26 June a working party of five civilians of Air Services Training arrived to carry out engine changes on Mosquitoes (Merlin 113A and 114a engines). After 23 working days all were fit for flying. Personnel strength – 8 officers, 29 other ranks (plus 5 attached), 3 civilian officers and 485 civilians. Total flying time, test pilot: 13 hours, No.2 S of TT: 54.25 hours. Number of take-offs: 224 and landings: 233.
- 31-07-46 The production target for the period 15 June to 14 July consisted of 34 aircraft – 13 Mosquitoes, 6 Spitfires, 11 Tiger Moths and 4 Horsa II gliders. Of these the following were produced: 8 Mosquitoes, 1 Spitfire, 9 Tiger Moths, and 4 Horsa II gliders. One of the Mosquitoes was not received at the unit and the completion of Mosquito modifications by the contractor's working party held up the remaining aircraft. Two of the Spitfires were 90% serviceable on 7 July. The Tiger Moths were not required until 31 July and the remaining two Tiger Moths will not be produced by that date. The following aircraft were received by the unit and initially prepared for storage: 6 Mosquito FB6, 1 Mosquito PR34 and 6 Lancaster B1s. The following were given their periodic six or twelve month inspection and were reprepared for storage: 4 Spitfire IXs. A total of 39 aircraft were air tested during the month. The airfield was closed each morning until 10.00 hours from 22 to 27 July to enable the runway to be cleared of ridges of tar and sand caused by hot weather. Number of take-offs: 400, landings: 372. Total 9 MU flying hours: 16.50 hours, No.2 S of TT: 74.10 hours.
- 31-08-46 The production target for the period 15 July to 14 August consisted of 38 aircraft: 9 Spitfires, 8 Mosquitoes, 6 Tiger Moths and 15 Horsa IIs. Of these the following were produced:

7 Spitfires, 4 Mosquitoes, 6 Tiger Moths and 15 Horsa IIs. Two additional aircraft were produced but weather conditions on the 14th prevented air testing. The following aircraft were given their periodical six or twelve monthly inspections and were reprepared for storage: 13 Mosquitoes, 16 Spitfires, 22 Tiger Moths and 15 Horsa II gliders. On 7 July, W/Cdr J Oliver (retired) representative of The Goodyear Tyre and Rubber Co, visited the unit, to enquire about the possibility of permission to use the airfield for tyre test purposes on an Anson (MK9401); the aircraft is located at Wolverhampton airport. On 27 July Marshalls of Cambridge contractor's working party departed this unit on completion of contract. Personnel strength – 9 officers, 31 other ranks, 3 civilian officers and 486 civilians. Number of take-offs: 257 and landings: 288. Flying time test pilots: 19.20 hours and No.2 S of TT: 66.10 hours.

- 31-09-46 Production for the period 15 August to 16 September was 15 Mosquitoes, 3 Spitfires and 3 Tiger Moths. In addition 20 Horsas already produced on the previous month's target were prepared for wings-off storage. Non availability of spares and mod sets delayed production of 4 Mosquito VIs plus a defective fuel tank delayed a Mosquito XVI. The following aircraft were received and initially prepared for long term storage, 1 Spitfire IX, 4 Mosquito III, 2 Mosquito FB6, 1 Mosquito XXVI, 2 Lancaster I, 2 Lancaster III, 3 Lancaster VII and 13 Tiger Moth IIs. The following were given their periodical six or twelve monthly inspections and reprepared for storage, 10 Spitfire IX, 1 Spitfire XIV, 2 Mosquito FB6, 2 Mosquito PR16, 2 Mosquito XIX, 1 Mosquito XXV and 6 Horsa IIs. On 16 September a party of civilians from Film Industries Ltd arrived at the unit for the filming of an accident prevention film called 'No Alibi'. On 19 September the breakdown and destruction of surplus Hadrian gliders commenced by the firm Air Speed Contractors Ltd. Number of take-offs: 152 and landings 178. Flying time test pilot: 14.20 hours and No.2 S of TT: 28.20 hours.
- 31-10-46 The target period 15 September August -09 October was 12 Mosquitoes plus 1 prepared to a flyable standard for the film crew). Total actually produced was 11 Mosquitoes and 1 Spitfire, plus 6 Horsa IIs had their main planes removed and placed into undercover storage. 2 Spitfires, 9 Mosquitoes, 14 Lancasters, 25 Tiger Moths and 12 Horsas were initially prepared, Reprepared aircraft were: 18 Spitfires and 14 Mosquitoes. On 18 October the film party completed their duties at 9 MU and returned to the Air Ministry and Merton Park Studios. Personnel strength – 9 officers, 34 other ranks, 3 civilian officers and 457 civilians. Number of take-offs: 150 and landings: 207. Flying time: test pilot: 18.0 hours and No.2 S of TT: 23.25 hours.
- 30-11-46 The production target for the period 15 October to 14 November consisted of 18 aircraft but only 8 were completed. 3 Spitfires were ready but were delayed by the delivery of TR1143 radio installations and bad weather prevented these aircraft from being air tested, 4 of the Mosquitoes were also delayed and approval for certain modifications and 3 Mosquito VIs were removed from the target. The following were received by the unit and prepared for initial long term storage: 16 Mosquitoes and 5 Lancasters. The following were given their six or twelve monthly inspections and reprepared for storage: 11 Mosquitoes and 27 Tiger Moths. On 27 November, Boulton and Paul commenced air testing of 6 Wellingtons on this aerodrome, due to their own aerodrome at Wolverhampton being unserviceable because of heavy rain. Number of take-offs: 90 and landings: 110. Flying time test pilot: 15.40 hours and No.2 S of TT: 7.00 hours.
- 31-12-46 The production target for the period 15 November to 14 December was 9 Spitfires and 6 Mosquitoes– of these 7 Spitfires and 4 Mosquitoes were produced and the following additional aircraft were also produced: 2 Mosquitoes, 1 Proctor, 1 Spitfire and 3 Tiger Moths. The following were initially prepared for storage: 21 Spitfires, 14 Mosquitoes, 3 Lancasters and 3 Tiger Moths. The following were given their six or twelve monthly inspections and reprepared for storage: 10 Spitfires, 2 Mosquitoes and 22 Tiger Moths. Personnel strength – 10 officers, 21 other ranks, 3 civilian officers and 457 civilians. Number of take-offs: 66, landings: 64. Flying time test pilot: 14.10 hours and No.2 S of TT: 1.00 hour.

1947 (AIR 29/1459 & AIR 29/1460)

- 31-01-47 The January target period commenced on 14 December and was originally intended to finish on 14 January, but on the 6th, HQ 41 Group extended the target period to 31 January so that in future the target period will commence on the first day and end on the last day of each calendar month. The production target for the month consisted of 27 aircraft– of these, 5 Spitfire IXs,

6 Spitfire XVI, 1 Spitfire XXI and 1 Spitfire FB6 were completed. In addition to this target, 2 Spitfire IX, 2 Spitfire XIVs and 1 Mosquito B16 were produced. Production was held up during the month by severe snowstorms and flight testing was impossible. During the month 19 Spitfires, 15 Mosquitoes, 2 Lancasters and 17 Tiger Moths were prepared or reprepared for storage. All of the Horsa glider stored as components, either became due, or will do so in the next few weeks, for twelve- monthly storage inspections. From 4 January a five-day week was introduced and work on Saturdays ceased, this was followed on 11 January when a 44 hour working week came into force which replaced the 48 hour week. Instructions were received to change the airfield identification letters from 'EO' to 'CD' by 1 March 1947. Personnel strength – 7 officers, 20 other ranks, 3 civilian officers, and 454 civilians. Flying time test pilot: 13.00 hours and No.2 S of TT: 2.30 hours.

- 28-02-47 The production target for the month was 23 aircraft plus 15 aircraft in arrears. Of this target 2 Spitfire IXs, 2 Spitfire XVI, 2 Mosquito B16, and 2 Mosquito NF30 were completed, but bad weather prevented them from being air tested. During the month 12 Spitfires and 7 Tiger Moths were reprepared for long term storage. Production throughout the month was severely handicapped by the extremely bad weather and the nation fuel crisis. It was a month of continuous snow and ice, the station being completely blanketed with snow which effectively prevented any air testing or outdoor work. On the 13th the boilers on sites 'D', to 'F' were drawn and the stocks of fuel at these sites were brought over to 'A' Site boiler house to enable the main site to function. On 10 February the electricity supply was cut off and in addition, the rapidly diminishing stock of coal necessitated a gradual lowering of boiler temperature, with a corresponding drop in hangar temperature, until finally on 25 February the temperature had dropped to 19 degrees F; the workman then stood down. On 27 February, a thaw set in, the electric supply was restored and the men resumed work. On 6 February, the Air Traffic Control section was handed over to RAF Cosford; this move involved the control tower, crash tender building and the parachute section, also 1 ambulance, 2 Fordson crash tenders, 1 Hillman van, and 1 Fordson airfield control van. Personnel strength: 7 officers, 2 other ranks, 3 civilian officers, and 451 civilians. Flying time: nil.
- 31-03-47 The target for the month was 10 aircraft plus 25 aircraft left over from the previous month. Of these, 4 Tiger Moths were completed but were then removed and the following were completed: 5 Spitfire IX, 3 Spitfire XIV, 7 Spitfire XVI, 1 Mosquito T3, 2 Mosquito FB6, 2 Mosquito XVI and 1 Mosquito NF30. March was again a month of bad weather, the beginning being a continuation of February's arctic conditions, the thaw eventually arriving on 11 March but this was followed by gales. This revealed that the persistent cold had cracked the runway surface and it was declared unserviceable. After continual rolling, the runway as declared serviceable again on 20 March. Flying hours not recorded.
- 30-04-47 The target for April was 10 aircraft plus 33 aircraft in arrears. The following were completed: 13 Spitfires, 11 Mosquitoes plus 4 Category 'B' fly-ins. 3 Spitfires and 4 Mosquitoes were all initially prepared for storage. On 30 April, the first Spitfire (PK386) was prepared (plastic coat spraying) for an Air Ministry experimental team. Personnel strength – 6 officers, 1 other rank, 3 civilian officers, and 438 civilians. Flying hours not recorded.
- 31-05-47 The production target for May was 9 aircraft plus 15 aircraft in arrears. Of this target the following were prepared: 1 Spitfire XIV, 4 Spitfires XXI, 2 Spitfires XVI, 1 Mosquito T3, 1 Mosquito PR16 and 2 Mosquito NF30. Flying hours not recorded.
- 30-06-47 The production target for June was 11 aircraft plus another 20 aircraft in arrears. Of these the following were produced: 3 Mosquito FB6, 6 Spitfire IX, 1 Spitfire XIV, 1 Spitfire XVI, 1 Spitfire XXI, 6 Tiger Moths and 1 Lancaster VII were completed. In addition 3 Mosquitoes were initially prepared for long term storage and 10 Spitfires, 4 Mosquitoes and 1 Lancaster was reprepared for long term storage. On 5 June, S/Ldr Weeks of the Air Ministry and S/Ldr Knight of the Ministry of Supply, together with a number of representatives of the company Bakelite and Aerograph, visited the unit in order to examine the Spitfire which had been stored in an experimental plastic envelope. One of the envelopes was stripped off the aircraft and the aircraft was found to be in good condition and was reprepared for storage. Personnel strength – 9 officers, 2 other ranks, and 423 civilian officers. Flying hours not recorded.
- 31-07-47 The production target for July was for 8 aircraft plus 14 aircraft in arrears, of this target, 5 Spitfire IX, 2 Tiger Moths, 2 Mosquito XXX, 1 Mosquito VI and 1 Lancaster VIII were completed. In addition, 2 Mosquitoes, 1 Lancaster, 1 Spitfire and 1 Tiger Moth were initially

prepared for long term storage, and 2 Lancasters, 1 Mosquito and 5 Spitfires were reprepared for long term storage. Flying hours not recorded.

- 31-08-47 The production target for August was 19 aircraft (from this point on the figure includes aircraft in arrears); of this figure, 3 Mosquito NF30, 1 Mosquito PR34, 1 Mosquito FB6, 3 Spitfire IX and 1 Spitfire XVI were completed. In addition, 4 Lancasters, 5 Mosquitoes, 7 Spitfires and 18 Tiger Moths were reprepared for long term storage. Personnel strength – 6 officers, 1 other rank, 3 civilian officers and 411 civilians. Flying hours not recorded.
- 31-09-47 The production target for September was 32 aircraft– of these, 1 Spitfire LF9E, 1 Spitfire LF16, 1 Mosquito T3, 1 Mosquito PR34, 3 Mosquito NF30 and 1 Horsa were completed. In addition the following were initially prepared for storage: 2 Lancasters, 6 Tiger Moths, 1 Mosquito and 13 Spitfires. Aircraft reprepared for storage: 1 Lancaster, 20 Tiger Moths, 5 Mosquitoes, 3 Spitfires, 12 Horsa gliders with wings off and 9 Horsas (components). September 20 was the Battle of Britain – RAF at Home display. On 23 September Spitfire F21 (LA197) crashed on landing at Cosford. Visibility was limited owing to heavy rain and there was a 15–20 mph cross-wind. The aircraft was categorised as 'B'. Flying hours not recorded.
- 31-10-47 The production target for October was 28 aircraft– of these, 4 Mosquito NF30, 1 Mosquito NF36, 2 Spitfire LF9, 1 Spitfire HF9, 1 Spitfire FR14, 4 Spitfire LF16, 4 Tiger Moth II, 3 Horsa II and 1 Lancaster ASR3 were completed. In addition, the following were prepared for storage: 6 Lancasters, 14 Spitfires, and 1 Tiger Moth. The following were reprepared for storage: 4 Spitfires, 3 Mosquitoes, 11 Tiger Moths, 17 Horsas and 9 Horsa component sets. Flying hours not recorded.
- 30-11-47 No new targets were set for November, instead the month's task was to clear the arrears. The following aircraft were completed: 2 Horsa II, 2 Spitfire IX, 1 Spitfire XVI, 1 Mosquito T3, 3 Mosquito NF30, 1 Mosquito B35, 1 Mosquito B36, 2 Lancaster ASR3, 1 Lancaster B8 and 4 Tiger Moth II. Work also started on modifying but not test flying storage aircraft in accordance with a new storage policy – four aircraft were completed (2 Spitfires IX, 1 Mosquito NF30 and 1 Mosquito NF36). In addition, the following aircraft were initially prepared or reprepared for storage: 6 Lancasters, 10 Mosquitoes, 9 Spitfires, 12 Tiger Moths and 13 Horsas. On 1 November, W/Cdr Freemantle was posted to HQ 41 Group and W/Cdr WJ James assumed the duties of Commanding Officer of 9 MU. Flying hours not recorded.
- 31-12-47 Only one Lancaster was prepared during the month of December, but two Mosquitoes and one Lancaster were completed and are waiting for final air test. During the month, 1 Lancaster, 4 Mosquitoes, 3 Spitfires, 1 Tiger Moth and 2 Horsas were maintained in Class I readiness for issue. In addition, the following were prepared or reprepared for long term storage: 6 Spitfires, 4 Lancasters, 11 Mosquitoes and 13 Horsas. Personnel strength – 8 officers, nil other ranks, 2 civilian officers and 400 civilians. Flying hours not recorded.

1948 (AIR 29/1459 & AIR 29/1460)

- 31-01-48 The production task for January was 16 aircraft, plus 8 Spitfires which were to be modified under a new modification of stock policy. By the end of the month, the following had been completed: 1 Spitfire XIV, 1 Mosquito T3 and 5 Mosquito NF30. The following were held in Class I readiness from the previous monthly task: 2 Spitfire IX, 1 Mosquito 26 and 1 Lancaster III. In addition the following were prepared for long term storage: 2 Lancasters, 4 Mosquitoes, 6 Spitfires and 5 Tiger Moths. The following were reprepared for long term storage: 2 Spitfires, 1 Lancaster, 9 Mosquitoes, 14 Tiger Moths and 9 Horsa gliders. Personnel strength – 7 officers, 3 civilian officers and 403 civilians. Flying hours not recorded.
- 28-02-48 The production task for February was 26 aircraft – of these the following were completed: 3 Spitfire XVI, 2 Mosquito III, 1 Lancaster I and 4 Tiger Moth IIs. The following were held in Class I readiness: 3 Spitfire XVI, 4 Tiger Moth II and 1 Lancaster I. In addition the following were prepared for long term storage: 1 Lancaster, 2 Mosquitoes and 7 Spitfires. The following were reprepared for long term storage: 2 Lancasters, 4 Mosquitoes and 11 Tiger Moths. Personnel strength – 7 officers, 3 civilian officers and 407 civilians. Flying hours not recorded.
- 31-03-48 Details of the production task for March is unknown. On 8 March, while flight testing of a Mosquito, one engine failed and the unit test pilot attempted a single-engine landing, which resulted in a crash landing on ploughed land on the outskirts of the airfield. The pilot was unhurt and able to continue flying the following day. Flying hours not recorded.

- 31-04-48 Details of the production task for April is unknown. On 8 April Mosquito FB6 (VL730) crashed during take-off on a retest flight, the aircraft developed a swing to port, which was over corrected. There were no casualties. On 26 April Wing Commander SG Taylor assumed duties of CO when W/Cdr WJ James was posted to Watton. On 23 April, Dr Church, S/Ldr Pink, Mr Butler (inventor of cocoon process) and representatives of Brand & Co inspected Spitfire F22 (PK386), which was undergoing trials with the Butler Cocoon, and water was found inside the cocoon. Personnel strength – 6 officers, 3 civilian officers and 405 civilians. Flying hours not recorded.
- 31-05-48 Details of the production task for May is unknown. On 12 May, Flt Lt MM Wyszowski was posted to Ferry Pool, Silloth and replaced as unit test pilot by Flt Lt B Radley. Flying hours not recorded.
- 30-06-48 Details of the production task for June is unknown. On 18 June, the first Prentice aircraft arrived from the manufacturers. Personnel strength – 5 officers, 2 civilian officers, 5 civilians. Flying hours not recorded.
- 31-07-48 A total of 8 aircraft were prepared for issue (1 Lancaster, 2 Mosquitoes and 5 Spitfires). An inspection of the Prentice aircraft revealed many defects which have been reported to 41 Group. One has already resulted in a decision to introduce a modification which will enable the cockpit canopy to be opened from the rear of the cockpit. One aircraft was delivered with full trim and a whole batch was received from Luton with controls unlocked, whilst those from Blackburn have controls locked. Issue of the Prentice is held up pending the outcome of investigations into excessive burning of contact breaker points. One aircraft (Spitfire 9E, Com.327, Belgium Air Force) had no fewer than six air tests (ten altogether), due to an obscure engine defect causing excessive vibration and boost surge, which was traced to a combination of defects including plug points closing up, auto boost control out of adjustment, valve timing retarded four degrees on one block and a defective induction manifold joint washer. A total of 52 air tests and routine flights were carried out for 22.35 hours flown.
- 31-08-48 A total of 21 aircraft were prepared for issue (8 Prentice I, 5 Mosquitoes and 8 Spitfires). Investigation by representatives from BTH into the cause of the excessive burning of contact breaker points on Prentice aircraft revealed the cause to be excessive oil from felt pad of the contact breaker. They suggested that red-spot felt pads should be used instead of green-spot types. On 23 August at 17.35 hours, Mr Martin Povey Roberts (25) of 18 Penn Road, Wolverhampton, an electrician employed on this unit, was discovered in a collapsed condition and unconscious in the cockpit of a Mosquito. He was conveyed by ambulance to RAF Hospital, Cosford but was found dead on being admitted. Personnel strength – 4 officers, 3 civilian officers, 347 civilians and 29 Air Ministry Constabulary. A total of 44 air tests and routine flights were carried out with a flying time of 16.45 hours.
- 31-09-48 A total of 19 aircraft were prepared for issue (8 Prentices, 8 Spitfires and 3 Mosquitoes). The inquest opened on the death of Martin Povey Roberts, who died 23 August, showed he had died from poisoning by fumes of Benzene and toluene when cleaning electrical equipment. A verdict of accidental death was returned in accordance with the medical evidence. The move of CAS from hangar E1 to the main store building is going ahead and it is now intended to move the spraying and finishing section from hangar E2 to hangar E1, thus enabling the whole of E2 to be utilized by the modification section. On the 8 September a fire occurred in a Prentice (PK520). A formal investigation revealed that the fire was caused by the 24 volt accumulator supply from the wireless van being connected to the aircraft whilst the fuel contents gauge transmitter was being replaced. An arc occurred between the transmitter and the fuel tank housing which ignited the petrol that was leaking. The fire was promptly extinguished causing no damage to the aircraft. A total of 49 air tests and routine flights were carried out for a flying time of 19.35 hours.
- 31-10-48 A total of 9 aircraft were prepared for issue (6 Spitfires, 2 Mosquitoes and 1 Lancaster). Four Prentice aircraft were prepared for issue but, owing to a technical defect, all issues of this aircraft type have been suspended. Three Lancaster ASRIs were received from Med.ME. The dinghies in each case were found defective. Personnel strength – 6 officers, 3 civilian officers, 356 civilians and 27 AM Constabulary. A total of 40 test flights were carried out with a flying time of 15.45 hours.

- 30-11-48 A total of 5 aircraft were prepared for issue (3 Spitfires and 2 Mosquitoes). An unbroken period of ten days of fog at the end of the month prevented any testing and resulted in another 5 aircraft (3 Mosquitoes and 2 Spitfires) being completed and waiting for air tests. A total of 28 test and routine flights were carried out with a flying time of 9.55 hours.
- 31-12-48 A total of 5 aircraft were prepared or issued (2 Mosquitoes and 3 Spitfires). On 6 December, during a flight test of Mosquito PR34 (RG295), and after a normal take-off, the pilot experienced a loss of power on the port engine when just airborne. He had no alternative but to land straight ahead. Both propellers were then feathered and the engines switched off as the aircraft touched down, careered through a hedge, and finally collided with some trees. The pilot (F/Lt HD Costain) and the passenger (T Hargraves, Fitter 'A') were fortunate to escape uninjured. Personnel strength – 6 officers, 3 civilian officers, 357 civilians, 29 AM Constabulary. A total of 26 air tests and routine flights were carried out with a flying time of 8.35 hours.

1949 (AIR 29/1459 & AIR 29/1460)

- 31-01-49 A total of 13 aircraft were prepared for issue (2 Mosquito T3, 1 Mosquito B35, 1 Spitfire F21, 2 Tiger Moths and 6 Prentices). Aircraft (after-survey) stored inside the Vickers hangar have been moved out and distributed among 'C' and 'D' sites. After-survey aircraft will remain on these sites until the target month when they will be moved to the production hangars at 'A' and 'E' sites. The Vickers hangars are now being used for pre-survey aircraft. All maintenance staff have been moved from 'B', 'C' and 'D' sites and are now based in the Vickers hangars. This will result in economy in canteen facilities and staff and will ensure maximum utilization of manpower by employing outside storage staff to assist on pre-survey working during increment weather. Personnel strength: 5 officers, 3 civilian officers, 358 civilians and 23 AM Constabulary. A total of 29 test and routine flights were carried out with a flying time of 11.00 hours.
- 28-02-49 A total of 19 aircraft were prepared for issue (11 Mosquito T3, 1 Mosquito B35, 1 Mosquito FB6, 4 Spitfire F21 and 1 Lancaster B1), and 2 modified for reserve (1 Spitfire F24 and 1 Horsa glider). A number of defects on Prentice aircraft were reported to HQ 41 Group. Personnel strength – 5 officers, 3 civilian officers, 359 civilians and 23 AM Constabulary. A total of 48 test and routine flights were carried out with a flying time of 13.0 hours.
- 31-03-49 A total of 23 aircraft were produced consisting of 17 for issue and 6 modified, made up as follows: 11 Prentices, 1 Mosquito FB6, 1 Spitfire F21, 3 Tiger Moths, 1 Lancaster B1, 2 Spitfire XXIV and 4 Horsa gliders. Two Spitfire XXIV and four Horsa gliders were modified. More defects on Prentice aircraft have been reported. Production of Mosquito T3s is still being held up pending receipt of modifications sets. An Armstrong Whitworth Aviation working party arrived to prepare five Lancaster ASRs to be flown to Baginton. Flying hours not recorded.
- 30-04-49 A total of 20 aircraft were produced consisting of 11 aircraft for issue, 6 modified for reserve and 3 prepared for flight, made up as follows: Issue Task: 5 Prentice T1, 2 Mosquito T3 and 4 Tiger Moths. Reserve Task: 1 Spitfire F22, 4 Spitfire F24 and 1 Tiger Moth. Special Task (one flight only): 3 Lancaster ASRs. Work has begun to dismantle the old R&D huts from the edge of the aerodrome and re-erect them close to the south wall of hangar A2. Personnel strength: 5 officers 3 civilian officers, 357 civilians and 28 AM Constabulary. A total of 47 test and routine flights were carried out with a flying time of 13.55 hours.
- 31-05-49 A total of 20 aircraft were produced consisting of 14 prepared for issue, 2 modified for reserve and 4 re-modified, made up as follows: Issue Task: 1 Lancaster ASR, 1 Mosquito T3, 1 Mosquito FB6, 8 Prentice I, 3 Tiger Moths and. Reserve Task: 1 Spitfire F24 and 1 Tiger Moth. Re-modification: 2 Spitfire F21 and 2 Spitfire F24. A total of 31 test and routine flights with a flying time of 14.45 hours.
- 30-06-49 A total of 18 aircraft were prepared for issue, made up as follows: Issue Task: 1 Spitfire F21, 8 Spitfire F24, 2 Mosquito T3, 4 Prentice I and 3 Tiger Moth II. There was no reserve task aircraft. Personnel strength – 5 officers, 3 civilian officers, 363 civilians and 28 AM constabulary. A total of 49 test and routine flights took place with a flying time of 17.45 hours.
- 31-07-49 A total of 23 aircraft were produced consisting of 17 prepared for issue, 1 modified for reserve and 5 re-modified, made up as follows: Issue Task: 2 Spitfire F21, 1 Spitfire F22, 2 Spitfire F24, 1 Mosquito T3, 1 Mosquito FB6, 2 Lancaster B1, 6 Prentice I and 1 Tiger Moth II. Reserve Task: 1 Prentice I. Re-modification: 1 Tiger Moth II and 4 Horsa gliders. A working party from

Percivals at Luton arrived to carry out modifications to 13 Prentices held in stock. During the month 36 sorties were carried out for a flying time of 17.40 hours.

- 31-08-49 A total of 17 aircraft were produced consisting of 12 prepared for issue and 5 modified for reserve. Issue Task: 6 Prentices, 5 Tiger Moths and 1 Lancaster ASR III. Reserve Task: 3 Horsa gliders and 2 Tiger Moths. Personnel strength: 4 officers, 3 civilian officers, 358 civilians and 27 AM Constabulary. During the month 23 sorties were flown giving a total flying time of 11.25 hours.
- 31-09-49 A total of 10 aircraft were produced during the month consisting of 8 prepared for the issue task and 2 for modification task. Issue Task: 1 Prentice I, 1 Spitfire F21 for Exercise 'Bulldog', 1 Spitfire F24 and 5 Tiger Moths. Reserve Task: 2 Horsa gliders. A Percival's working party arrived to carry out modifications to 15 Prentice aircraft. September 17 was Battle of Britain – RAF at Home Day. During the month 28 sorties were flown with a flying time of 8.35 hours.
- 31-10-49 A total of 18 aircraft were produced during the month, consisting of 15 prepared for the issue task and 3 for the modifications task. Issue Task: 8 Prentice I, 1 Spitfire F22, 2 Spitfire F24 and 4 Tiger Moth II EIC. Reserve Task: 3 Horsa II gliders. On 28 October, a contractor's working party arrived to carry out modification work and to repair wrinkled skin of Lancaster B1 aircraft. Personnel strength – 4 officers, 3 (civilian), 360 civilians and 28 AM Constabulary. A total of 31 sorties were carried out with 12.20 hours flown.
- 30-11-49 A total of 10 aircraft were produced during the month consisting of 7 prepared for issue task and 3 for the modifications task. Issue Task: 1 Mosquito T3, 1 Prentice T1, 1 Spitfire F24, 3 Tiger Moth EIC and 1 Tiger Moth NFE. The contractor's working party have completed Lancaster B1 (PA418) and are now working on PA425 and PA340. During the month, 27 sorties were carried out, giving a total fling time of 9.30 hours.
- 31-12-49 A total of 11 aircraft were produced during the month consisting of 10 prepared for issue and 1 for modification. Issue Task: 1 Mosquito T3, 1 Prentice T1, 1 Spitfire XVI, 1 Spitfire L21, 5 Tiger Moth EIC and 1 Tiger Moth NFE. Reserve Task: 1 Spitfire L21. Personnel strength – 4 officers, 3 civilian officers, 355 civilians and 28 AM Constabulary. During December 24 sorties were flown, 23 air tests and 1 communication flight making a total of 9.00 hours.

1950 (AIR 29/1459 & AIR 29/1460)

- 31-01-50 A total of four aircraft was produced during the month. Issue Task: 1 Prentice T1 (VS687), 1 Spitfire F22 (PK336), Tiger Moth EIC (DE476) and Tiger Moth NFE (DE709). The first Balliol T.2 has now been received. Kirby Cadet I – a total of 10 has now been received towards an estimated input of 30. Six Prentice aircraft are still waiting for modification (VR286, VR289, VR292, VR293, VS397 and VS409 and VS685). Owing to the late arrival of three Mosquito FB6 GEE from Lichfield (two were received on 21 December and one on 10 January), the January Reserve task could not be completed. The following Spitfire F21s are still waiting for hoods on demand since September 1949 (LA220, LA304, LA236 and LA320). On 10 January, Lincoln (RA723) force landed at this unit during a ferry flight from Woodford to Hullavington. Personnel strength – 6 officers, 3 civilian officers, 329 civilians and 28 AM Constabulary. A total of 20 sorties were flown during the month involving 6.45 hours flying time.
- 28-02-50 A total of two aircraft were prepared during the month. Issue Task: Prentice T1 (VS689) and Tiger NFE (K4271). Owing to a defective fuel tank, the Lancaster B1 on reserve task has now been removed from the task. Personnel strength – 7 officers, 3 civilian officers, 324 civilians plus (?) AM Constabulary. A total 12 sorties were flown with a total of 4.35 hours flown.
- 31-03-50 A total of seven aircraft was produced during the month. Issue Task: Balliol T.2 (VR597), Prentice (VR264), Prentice (T1s (VR276, VR287) and Spitfire F24s (PK677, PK685 and PK686). The seven Prentice T1 requiring modifications have now been completed. A total of 41 sorties were flown, 32 of these being test flights and 9 were communication flights. Aircraft flown were: Prentice 22 sorties, Spitfire 12 sorties, Tiger Moths 6 sorties and Balliol 1 sortie.
- 30-04-50 A total 12 aircraft were produced during the month, 11 for issue task and 1 reserve task. Issue Task: Horsa IIs (TK956, TK994, TL131 and TL511), Lancaster B1 (PD137), Prentice T1s (VS331, VS352, VS638 and VS646) and Spitfire F24s (PK689 and PK718). Reserve Task: Spitfire F24 (PK715). Personnel strength – 7 officers, 3 civilian officers, 316 civilians, 27 AM Constabulary. There were 28 sorties during the month with a total of 11.25 hours flown.

- 31-05-50 A total of eleven aircraft were produced during the month – 6 for issue task and 5 for the reserve task, as follows. Issue Task: Lancaster B1 (RA626), Mosquito FB6s (RA590 and TE764), Spitfire F22 (PK321 and PK511) and Kirby Prefect (WE988). Reserve Task: Kirby Cadet I (VF179, VM523, VW499) and Spitfire F24 (PK713 and PK726). There were 36 sorties during the month, 16 communication flights, 1 delivery flight and 19 air tests, making a total flying time of 9.50 hours.
- 30-06-50 A total of 15 were produced during the month, 9 for issue task and 6 for the reserve task. Issue Task: Lancaster B1 (RA803 and SW302), Balliol T2 (VR596 and VR598), Prentice T1 (VS646), Tiger Moth II (DE709, K4271 and N6805). Reserve Task: Mosquito FB6 GEE (TA551), Mosquito B35 (TH982 and TK630), Spitfire F21: (LA235), Spitfire F24s (PK680 and PK714). Information received regarding the downgrading to NEA of 121 Horsa gliders was very welcome, as storage space for Wellington aircraft was becoming scarce but the situation is now alleviated on the removal of the gliders to outside storage. Personnel strength – 7 officers, 3 civilian officers, 307 civilians and 27 AM Constabulary. There were 36 sorties flown in June, making a total of 14.05 hours. This includes communication flying between Cosford and Lichfield conveying a 51 MU unit test pilot back to Lichfield after delivering Mosquitoes to 9 MU. A Tiger Moth force landed in a corn field due to engine failure, without damage to the aircraft.
- 31-07-50 A total of 16 aircraft were produced during the month, 10 being for issue task and 6 for reserve. Issue Task: Lancaster B1 (SW296), Sedbergh TX1 (WB957), Spitfire F24 (VN494 and VN330), Tiger Moth II (R4848, DE476, N9310, R4950, T5688 and T7605). Reserve Task: Mosquito FB6 (TA602), Spitfire F24 (PK722 and PK679) Spitfire F21 (LA324 and LA320). There has been an intake of 38 aircraft during the month, thus increasing the load on the preparation for storage programme. A total of 41 sorties were flown with 14.0 hours flying time.
- 31-08-50 A total of 20 aircraft were completed during the month, 15 for issue and 5 for the reserve task. Issue Task: Kirby Cadet I (RA886, VF179, VM523), Kirby Prefect I (VM523), Mosquito T3 (VA882), Mosquito FB6 (RS665, RS666, TA551, TA590 and TA602), Mosquito B35 (TH982 and TK630), Prentice T1 (VR264), Sedbergh T10 (WB993) and Spitfire F24 (VN326). Reserve Issue Task: Mosquito FB6 (RS675), Spitfire F24 (VN325 and VN327), Spitfire F22 (PK549 and PK551). Personnel strength – 7 officers, 3 civilian officers, 307 civilians and 27 AM Constabulary. A total of 25 sorties flown during the month with 12.05 hours flying time.
- 31-09-50 A total of 14 aircraft was produced during the month, as follows. Issue Task: Prentice T1 (VR292 and VR293), Tiger Moth NFE (N9240), Mosquito T3 (TW106), Mosquito FB6 (RS559, NT222 and NT188), Mosquito B35 (RS700 and VP183), Spitfire F21 (LA304), Spitfire F22 (PK559) and Spitfire F24 (VN316). Reserve Task: Spitfire F22 (PK431) and Spitfire F24 (PK684). Mr Harbourne (engine fitter) employed at this unit was hand turning the engine of a Prentice when it kicked back, the propeller hitting him in the ribs. It was ascertained that he was hand turning without first having checked the position of the engine switches. Battle of Britain RAF at Home Day took place on 16 September. A total of 21 different types took part in the air display including the DH 113, Tudor VII, Hoverfly and the Wayfarer. There were 31 sorties flown in September for a total of 11.35 hours.
- 31-10-50 A total of 20 aircraft were produced during the month, 15 for issue task and 5 for the reserve. This included two arrears (Mosquito FB6) although two of the current month's aircraft were outstanding at the end of the period. Issue Task: 1 Balliol T2, 1 Chipmunk T10, 1 Mosquito T3, 7 Mosquito FB6s, 3 Prentice T1s and 2 Sedbergh TX1s. Reserve Task: 1 Kirby Prefect, 1 Spitfire F21, 1 Spitfire F22 and 1 Spitfire F24. On the 26 October, Spitfire (PK487) was delivered to this unit from Westlands. The aircraft landed at Cosford at an excessive speed and came to rest at the overshoot area. The pilot taxied to 9 MU R&D, and on stopping the engine, it was noticed that the tips of the propeller blades had been broken off. It was suspected that this was caused on take-off, and this was later confirmed at Yeovilton as pieces of propeller were found alongside the runway. Personnel strength – 6 officers, 3 civilian officers, 298 civilians and 28 AM Constabulary. There were a total of 30 sorties for the month making a flying time of 14.00 hours.
- 30-11-50 A total of 19 aircraft were produced during the month, 15 for issue and 4 for the reserve task. Issue Task: 1 Lancaster B1, 1 Mosquito T3, 5 Mosquito FB6s, 5 Prentice T1s, 1 Spitfire PR19, 1 Spitfire F22 and 1 Tiger Moth II. Reserve Task: 1 Spitfire FR18, 1 Spitfire F21, 1 Spitfire F22 and 1 Spitfire F24. On 17 November, a serious fire occurred on 'D' site as a result of which six scrap Horsa gliders were completely destroyed and several subsidiary fires were started in the

highly inflammable stacked components and fuselages of a further 110 scrap Horsa gliders. The fires were extinguished with great difficulty, which occurred during the station's Fire Prevention Week! On 24 November, Mosquito FB6 (NS977) piloted by a ferry pilot from No.20 Ferry Pool swung violently off the runway to port on take-off, and after running onto cultivated land, suffered starboard undercarriage collapse. The pilot was unhurt but the aircraft was categorised as Class 4, but will probably be scrapped. A total of 36 sorties were carried out for the month with a flying time of 16.20 hours.

31-12-50 A total of 20 aircraft were produced during December, made up of 18 for issue task and 2 for the reserve task. This includes four arrears from November. Issue Task: 1 Lancaster B1, 1 Mosquito T3, 4 Mosquito FB6, 6 Prentice T1s, 1 Spitfire PR19, 2 Tiger Moth IIs (NEA) and 3 Tiger Moth IIs. Reserve Task: 1 Spitfire F21 and 1 Spitfire F22. Some difficulty is being encountered by the continued dangerous unserviceability of several main doors of the 'D' type hangars, due to lintel sag. One Lancaster on December's task is now trapped inside one of the hangars until such time as a major main door repair permits the opening of the doors to their full extent. The problem was first reported to AMWD two years ago, but nothing has yet been done. Personnel strength: 8 officers, 3 civilian officers, 301 civilians and 28 AM Constabulary. There were 31 sorties carried out during the month with 11.45 hours flown.



Plate 17: Glider assembly staff. Photo: RAF Museum Object Number X002-9575

1951 (AIR 29/2007 & AIR 29/2085)

- 31-01-51 A total of 24 aircraft were produced during the month, 21 for issue and 3 for reserve tasks: Issue Task: 6 Mosquito FB6s, ten Prentice T1s, 1 Spitfire PR19, 1 Spitfire F22, 2 Tiger Moth IIs and 1 Wellington T10. Reserve Task – 1 Spitfire FR18, 1 Spitfire F22 and 1 Spitfire F24. The burning of 121 NEA Horsa II gliders is now practically complete and a cleaning up operation now underway. A total of 24 aircraft were produced during the month, leaving 9 in arrears. Of the arrears, one Lancaster B1 (PA396) is still outstanding as work on this aircraft is a low priority. Local steel work contractors opened the unserviceable 'D' type hangar door sufficiently on 29 January to release the Lancaster which is trapped inside this hangar. Two Spitfire F18 arrears are still not completed– of these (SM987) is almost complete but has a leaking fuel pump. The other (TP232) is waiting for a replacement engine, after the failure of an oil pump drive but no Griffon 65s are available. Good progress was made on the current issue task; of those not completed Lancaster BI (PA340) has not been commenced as it is a low priority. All Mosquito FB6, Prentice T1 and Spitfire F22 aircraft on issue task were completed. Of the four Tiger Moths, two were completed and the other two were being camouflaged prior to being air tested. Of the two Wellington T10s, one is ready for UID Primary Star Inspection and the other is nearing completion. On the current reserve task, consisting of one Wellington T10, it was not completed owing to a corroded fuel tank. Personnel strength – 9 officers, 3 civilian officers, 295 civilians and 28 AM Constabulary. No flying was carried out during the month, owing to the absence of the only test pilot during the first seven days and the bad weather.
- 28-02-51 A total of 21 aircraft were produced during the month, 19 were issued and 2 for the reserve task: Issue Task – 2 Kirby Cadets, 1 Mosquito FB6, 5 Prentice T1s, 1 Spitfire F24, 7 Tiger Moths EIC and 3 Wellington T10s; Reserve Task – 1 Spitfire F18 and 1 Wellington T10. In addition 14 aircraft were produced between 08.00 hours on 26 February and 16.00 hours on 28 February as the task set the unit under Exercise 'Compute' to austerity standard: 3 Horsa 2s, 3 Prentice T1s, 2 Spitfire F21s, 2 Spitfire F22s, 2 Spitfire F24s and 2 Tiger Moths NFE. The station said farewell to the last Mosquito aircraft to go through the unit, Mosquito spares are now being disposed of. The following aircraft are carried over as arrears to the March task: Lancaster B1 (PA340), Lancaster B1 (PA396), 2 Spitfire F22s (PK379 and PK492), Spitfire F18 (TP232), Tiger Moth EIC (N6635) and Wellington T10 (NA989). A total of 48 sorties were carried out during the month making a total of 15.0 hours flying time.
- 31-03-51 A total of 14 aircraft were produced, 10 for issue and 4 for the reserve task: Issue Task – Lancaster B1 (PA396 and PA340), Prentice T1 (VS724, V731, VS732 and VS733), Spitfire F24 (PK677), Tiger Moths EIC (R5041, N6635 and T6063). Reserve Task: Spitfire F18 (TP232), Spitfire F22 (PK379 and PK492). Of the arrears, one Wellington T10 (NA924) is still outstanding (in the final stages, it was found that it had a cracked bomb-aimer's window). A Spitfire F22 was found to have an unserviceable intercooler, two Tiger Moths were not completed and other Wellington aircraft were delayed as it was decided to complete the two Lancasters first. Of the reserve task, two Spitfire F22s and two Wellington T10s are still outstanding. Some difficulty was experienced in the assembly of Balliol aircraft which had been received crated, and on unpacking, some units received damage. The Enfield Rolling Mill Company, whose working party are clearing Mosquito scraped aircraft, are expected to finish by the first week in April. A total of 25 sorties were flown during the month with a flying time of 9.0 hours during which 14 aircraft were tested.
- 30-04-51 A total of 31 aircraft were produced during the month, 25 for issue and 6 for the reserve task: Issue Task – Balliol (VR606), Prentice T1 (VR190, VR192, VR193, VR196, VR200, VR293, VS319 and VS727), Spitfire F22 (PK336, PK371, PK375, PK377, PK391, PK426, PK431 and PK549), Tiger Moth (T5425, T5493, R4961, T7410 and T6121), Wellington T10 (NC720 and RP387) and Sedbergh TX1 (WJ306). Reserve Task – Spitfire F22 (PK332 and PK378) and Wellington T10 (NA924, NA979, PG293 and RP321). This total does not include Lancaster PA340 which was completed on 31 March. Two Prentice aircraft were not completed. Two Spitfire F22s issued from JC were not completed. Priority was given to the issue of Spitfire F22s from JC. One Wellington T10 developed a petrol leak after successful air test on 27 April. As far as the reserve task goes, two Spitfire F22s were still incomplete at the end of the month but are now nearing completion. Personnel strength – 8 officers, 3 civilian officers, 299 civilians and

25 AM Constabulary. A total of 50 sorties were flown during the month with a total flying time of 17.05 hours (32 sorties were for testing aircraft).

31-05-51 A total of 16 aircraft were produced during the month, 10 for issue and 6 for the reserve task: Issue Task – 1 Prentice T1, 2 Sedbergh TX1s, 1 Spitfire LF16, 4 Tiger Moths EIC and 2 Wellington T10s. Reserve Task – 4 Spitfire 22s and 2 Wellington T10s. Prentice T1 (VR247) was substituted later in the month for (VR212), the latter being U/S as a result of Prentice SI9A. Spitfire PR19 (PM631) was held up for modification part and Spitfire F22 (PK633) was waiting for an intercooler. A lack of a spares schedule for Balliols is hindering production of this aircraft type. The last Lancaster on the unit was purchased by AV Roe, and during the month it was being prepared by them for flying out and will be ready to leave in early June. A total of 14 sorties were flown with a total flying time of 6.30 hours.

30-06-51 A total of 27 aircraft were prepared for issue during the month: Issue Task – 14 Prentice, 6 Tiger Moths, 2 Spitfires, 1 Wellington, 2 Balliols and 2 Sedberghs. There was no reserve task. 13 of the Prentices were from Special Reserve, but one of those originally selected had to be withdrawn as defective after being checked for SI9 (canopy) and STI23 (control rods). To obviate reoccurrence of belated discoveries of this nature, the organisation of STI and SI inspection system has been adjusted to ensure that SR aircraft are inspected promptly at the storage sites. One Sedbergh glider was allotted to RAE and was prepared to the normal unrigged standard for delivery by road. RAE requested delivery by air. The glider was erected and towed off by an RAE aircraft the following day. Six of the Spitfire F22s received during the month are for Commitment 742 for transfer to the Southern Rhodesian Government. The engines of these aircraft have been removed and sent to the makers for overhaul. Personnel strength – 8 officers, 3 civilian officers, 305 civilians and 25 AM Constabulary. A total flying time of 19.50 hours for the month (3.50 hours were in respect of recruit flying, 3.10 hours in communication flights and 12.50 hours for air testing).

31-07-51 During the month several factors disturbed the smooth working of the technical side of the unit. The main reasons were:

- A large task – 24 aircraft, 6 of which were Wellingtons
- The introduction of MBT–Na inhibitor for aircraft coolant systems. Each liquid cooled aircraft takes three days and considerable engine running to clear the system
- Summer leave
- The addition of the August task of an urgent commitment of 12 extra Tiger Moth aircraft making a total of 18.

Issues – Task 'A' 2 Kirby Cadet I, 1 Kirby Cadet III, 7 Prentice T1, 1 Sedbergh TX1 and 4 Wellington T10s. Task 'B' – 1 Balliol T2 and 2 Spitfire F24. HQ 41 Group has decided that Procter Mk.III and IV are to be included in future stock holdings of 9 MU. A total of 52 sorties were completed for 21 flying hours (9.15 hours were spent in testing aircraft, 3.30 hours on communication flights, 6.45 hours on training and 1.30 hours on ferrying).

31-08-51 A total of 34 aircraft on task, 21 were produced during the month. Twenty of these were completed as an issue task and one as a reserve task: Issue Task – 2 Prentice T1s, 1 Sedbergh TX1, 2 Spitfire F24s, 13 Tiger Moths and 2 Wellington T10s. Reserve Task – Spitfire FR 18. Aircraft uncompleted: Issue Task – 1 Wellington T1, 1 Spitfire XVI and 7 Tiger Moths. Reserve Task – 2 Spitfire F24s and 2 Spitfire F21s. For Tiger Moths there is a serious shortage of dope thinners and for Spitfire aircraft trouble was experienced with leaking intercoolers and spares are difficult to find. Personnel strength – 8 officers, 3 civilian officers, 310 civilians and 25 AM constabulary. During the month 40 sorties were flown out of a total flying time of 16.50 hours (13.20 hours were spent testing aircraft, 30 minutes on communication flying and 3.0 hours on training).

31-09-51 Of a total of 37 aircraft on issue and reserve, 20 were completed as follows: Issue Task – 1 Kirby Cadet, 1 Prentice T1, 1 Spitfire PR19, 1 Wellington T10, 3 Spitfire F21s, 8 Tiger Moths EIC and 1 Tiger Moth NFE / EIC. Reserve Task – 1 Spitfire F21, 2 Spitfire F24s and 1 Prentice T1. The following aircraft were not completed: 1 Prentice T1, 4 Spitfire XVIs, 4 Spitfire F22s (require engines), 1 Spitfire F22 (with engine), 1 Wellington T10 and 2 Tiger Moths. One Spitfire F21 (awaiting camouflage) is the only reserve task aircraft not completed. During the month 46 sorties were carried out with a total of 14.05 hours (13.35 hours were spent testing aircraft and 30 minutes on practice and training).

- 31-10-51 Of the 24 aircraft on the task for October, 16 were produced as follows: Issue Task – 2 Kirby Cadets, 1 Prentice T1, 1 Spitfire T1, 2 Spitfire LF16s, 2 Spitfire F22s (Exercise Pinnacle), 5 Spitfire F22, 1 Tiger Moth EIC and 1 Wellington T10. Reserve Task – 1 Tiger Moth EIC and 1 Wellington T10. The arrears position is as follows: 1 Balliol and 1 Spitfire XVI are both ready for air test but bad weather intervened. Three Spitfire XVIs (awaiting parts), 1 Spitfire XVI (cracked engine bearer strut) and 1 Spitfire F22 (engine problems). Owing to the closing down of the Flying Refresher Schools and the transfer of Aircraft from 6 MU, the intake of aircraft was exceptionally heavy. Of the eleven Griffon engines for the Rhodesian Air Force Spitfires which had been sent to Rolls Royce Glasgow, only five have been completed and sent back to this unit. These have been reinstalled and four aircraft have been successfully air-tested. Cocooning trials commenced on Site 'F' on 3 October, the first Spitfire was completed on 31 October for outside storage. Personnel strength – 8 officers, 3 civilian officers, 307 civilians and 25 AM Constabulary. During the month 46 sorties were flown with a total flying time of 14.05 hours. Of this 13.35 hours were spent air testing and 30 minutes on training.
- 30-11-51 A total of 22 aircraft was produced during the month, all of which were on an Issue Task – 1 Balliol T2, 2 Prentice T1, 1 Spitfire F22, 1 Spitfire F22, 2 Spitfire LF16, 1 Kirby Cadet I, 1 Kirby Cadet II and 7 Tiger Moths Mk.II EIC. Arrears of three Spitfire LF16s, which were held over from the previous month, are still held up due to lack of spares. Three more cocooned Spitfires were placed on outside storage during the month. The Spitfires on Commitment C / 742 were the balance of the 11 aircraft for the Southern Rhodesian Air Force and engines had to be installed before preparation to the standard required. All aircraft on this commitment were completed on 15 November and a daily servicing section was set up to maintain these during the shake-down flying period which entailed five hours flying time for each aircraft. A party of 11 officers, 3 WOs and 6 NCOs of the Southern Rhodesian Air Force arrived on the 17 November to take delivery of the 11 Spitfire F22 aircraft. They flew out on 4 December. During the month 34 sorties were carried out with a total of 14.20 hours (10.50 hours were spent on testing aircraft, 2.0 hours on communication flights and 1.30 hours on training).
- 31-12-51 Seven aircraft were produced during the month, all for the Issue Task – 1 Proctor IV, 2 Prentice T1 and 4 Tiger Moths II EIC. This left 1 Prentice T1 and 3 Spitfire LF16s in arrears due to lack of spares. Spares for the Prentice T1s have now arrived and the aircraft are now nearing completion. During the month the cocooning programme was completed and four Spitfires were placed in the open for continuation of the trials. Preparations were also commenced on additional trials consisting of storing aircraft in the open, covered in balloon fabric tailored to fit. The covers were being made by the unit fabric workers. Personnel strength – 8 officers, 3 civilian officers, 305 civilians and 341 Air Ministry Constabulary. A total of 12 sorties were carried out during the month with a total flying time of 5.0 hours (3.30 hours were spent on test flying and 1.30 hours on training).

1952 (AIR 29/2007 & AIR 29/2085)

- 31-01-52 A total of 18 aircraft were prepared during the month, 12 for issue and 3 for reserve with an additional 3 which were placed in reserve. Issue Task – 1 Balliol (T1 (ex JC), 2 Procter IIs (ex JC), Spitfire F24 (Ex JC), 1 Kirby Cadet II, 1 Sedbergh TX1, 3 Prentice T1 and 3 Spitfire LF16s. Reserve Task – 6 Tiger Moth II (Glider Instruction Courses). Nine aircraft were received during the month for preparation for storage. Orders received from HQ 41 Group that this unit is to be a holding unit for Austers and that a total of 77 aircraft are to be transferred from 20 MU. Personnel strength – 8 officers, 3 civilian officers, 304 civilians and 25 AM Constabulary. A total of 37 sorties were carried out for a total flying time of 14.50 hours (10.50 hours was on air tests and 4.05 hours on training).
- 28-02-52 A total of 11 aircraft were produced during the month: Issue Task – 4 Prentice and 3 Spitfire F22s. Reserve Task – 5 Tiger Moths. A total of 47 Austers were received during the month. An experimental weather proof cover for a Spitfire, made from balloon fabric as an alternative to 'Vinylite' plastic was completed and the aircraft transferred to outdoor storage for weathering tests. Information received from HQ 41 Group, that 48 Tiger Moths would be required from the unit during April. During the month 34 sorties were carried out with a total of 11.45 hours (9.45 hours were spent on testing aircraft and the remainder on training).
- 31-03-52 A total of 17 aircraft were completed during the month, 6 for the issue task and 11 for the reserve. Issue Task – 1 Prentice T1, 3 Proctor IVs, 1 Spitfire PR19 and 1 Spitfire F22. Reserve

Issue – 2 Spitfire F22s and 9 Tiger Moths (2 EIC). The four Spitfires stored in the open still continue to give satisfactory readings. The additional Spitfire has completed one month's outdoor storage trials to assess the suitability of balloon fabric cover with no additional treatment except plastic coatings on the seams. The results were not satisfactory, as the internal hygrometer readings rose to a prohibitive figure by the end of the month's trial period. The transfer of Austers from 20 MU Aston Down was completed by the end of the month. A total of 34 sorties were carried out, with a total of 14.15 hours (8.0 hours were on testing aircraft, 2.15 hours on communication flights and the remainder on training).

- 30-04-52 The total number of aircraft produced during April was 24. Issue Task – 12 Tiger Moths, 3 Austers, 1 Prentice and 2 Spitfires. Reserve Task – 1 Balliol, 1 Spitfire and 4 Tiger Moths. The first Spitfire fitted with an experimental balloon fabric cover completed its five-week outdoor trial and a report was prepared. When the cover was removed the aircraft condition was found to be good with around one pint of water which had collected in the stern. The aircraft is now being prepared for a further trial with the same cover treated with a coat of 'RA Brands' cocoon plastic. A second Spitfire fitted with an improved type of cover and sprayed with one coat of 'Tolvene' (toluene?) plastic was completed during the month and commenced outdoor trials. Personnel strength – 8 officers, 3 civilian officers, 298 civilians and 23 AM Constabulary. During the month 45 sorties were carried out with a total of 15.30 hours (9.30 hours were spent testing aircraft, 1.0 hour ferrying, 4.0 hours communication flying and the remainder on training).
- 31-05-52 A total of 29 aircraft were on task and of these 18 were completed, 1 of which was on a reserve task. All spares for Spitfire XVVI (SL674) which has been outstanding since March has now been received. A total of 24 aircraft were received during the month and 25 were despatched. Personnel establishment – 8 officers, 5 civilian officers, 362 civilians and 26 Air Ministry Constabulary. A total of 39 sorties were carried out during the month with a total of 11.30 hours, of this 11.0 hours were spent air testing and 30 minutes on ferrying.
- 30-06-52 A total of 51 aircraft were on task, including arrears and 46 were completed; this is the largest number since July 1945. Personnel strength – 8 officers, 3 civilian officers, 302 civilians and 24 AM Constabulary. During the month 60 sorties were flown with a total of 17.30 hours (14.15 hours were spent testing aircraft, 1.15 hours on ferrying and 2.0 hours on training).
- 31-07-52 A total of 29 aircraft were produced, including arrears, and in addition 3 more aircraft were produced for the reserve task making a total of 32 for the month. During the month 21 aircraft were received and 41 were despatched. A total of 56 sorties were carried out for a flying time total of 25.25 hours (11.05 hours were spent on flight testing, 9.40 hours on communication flights and the remainder on training).
- 31-08-52 A total of 17 aircraft were produced on issue task and this was achieved, though neither of the two on reserve task was completed. An Auster VI was in a very bad condition, a Spitfire F24 is waiting for an intercooler and Balliol (VR603) was completed to air-test stage but was damaged on landing due to an electrical fault in the undercarriage operating system which allowed the starboard leg to collapse and damaged the main plane on that side. Personnel strength: 8 officers, ? civilian officers, 303 civilians and 25 AM Constabulary. During the month 50 sorties were carried out with a total flying time of 17.15 hours (9.15 hours were spent testing aircraft, 5 hours on communication flights and the remainder on training).
- 31-09-52 The issue task for the month and 6 out of 9 reserve tasks were completed. Of the uncompleted reserve aircraft, two have cracked crank shafts and one Tiger Moth is waiting for spares. A total of 23 aircraft arrived on the unit and 12 were despatched. During the month 24 sorties were carried out with a total of 8.0 hours flying time (2.45 hours were taken up with flight tests, 4.15 hours on communication flights and one hour on training).
- 31-10-52 During the month 17 aircraft were prepared for issue leaving no arrears, of this 2 were selected for Exercise 'Ardent'. Four aircraft were completed for the reserve task leaving one arrear – Spitfire F24 (PK724), waiting an intercooler which has been outstanding since August. Receipts totalled 27 aircraft and 9 were despatched. On the last day of the month there were 380 aircraft in stock. Personnel strength – 7 officers, 306 civilians and 25 AM Constabulary. During the month 36 sorties were flown with a total of 13.45 hours (9.0 hours were spent testing aircraft, 4.15 hours on communication flights and 30 minutes on training).
- 30-11-52 The production task for the month was small. Of five aircraft on issue task, four were completed and one remained outstanding owing a lack of spares. Six aircraft were completed for the

reserve task and of these, three were extra to the task. Receipts during the month were 14 aircraft and 8 were despatched. During the month, work began on cocooning two Spitfire F22s with a new type of material. During the month 26 sorties were flown with a total of 9.45 hours (5.45 hours were spent on air tests, 3.0 hours on communication flights and the remainder on training).

- 31-12-52 Of 14 aircraft on issue task at the beginning of the month, 5 were completed, 8 deleted from the task owing to non receipt of the aircraft and 1 was uncompleted due to the lack of spares. Seven aircraft of the reserve task were all completed and in addition the unit added: Prentice T1 (VR204 and VS725) and Tiger Moths (R5018 and T6050) which were also completed. During the month 19 aircraft were received and 3 aircraft were issued. Personnel strength – 7 officers, 307 civilians and 25 Air Ministry Constabulary. A total of 35 sorties were carried out with a total flying time of 12.20 hours (10.20 hours was spent on air tests and 2.0 hours on communication flights).

1953 (AIR 29/2007 & AIR 29/2085)

- 31-01-53 A total of 12 aircraft on issue task were completed. The remaining aircraft were outstanding owing to lack of spares. Four aircraft were completed for the reserve task– of these two were part of, and two were added to the task. Twenty-one aircraft were received and five were despatched during the month, all of which were sold to the Auster Aircraft Co, who took them away by road. The cocooning of two Spitfires with Type 15 material was completed during the month and both aircraft are now in outdoor storage. Personnel strength – 7 officers, 306 civilians and 25 AM Constabulary. During the month there were 26 sorties carried out with a total of 10.25 hours flown. Of this, 8.45 hours were spent testing and 1.40 minutes on communication flying.
- 28-02-53 A total of 16 aircraft were completed, and one aircraft – Proctor IV, NP382 from the January task – was not completed owing to lack of spares. Six aircraft out of nine were completed for the reserve task, but three Tiger Moths NFE / EIC were not completed. During the month 62 aircraft were received and 15 were despatched; 5 of these were Spitfire XIXs which were sold to Vickers Armstrongs which were collected by AGT at Gatwick and transported by road. Personnel strength: 7 officers, 305 civilians and 25 AM Constabulary. During the month 53 sorties were carried out, with a total flying time of 18.15 hours, of this 14.45 hours were spent on air testing, 30 minutes on communication flight and 2.45 hours on training.
- 31-03-53 A total of 17 aircraft were completed for the issue task, this includes 1 in arrears (Proctor IV, NP382) and 1 aircraft was not completed (Proctor IV, NP289). A total of 15 aircraft were completed for the reserve task, which included 3 aircraft in arrears (Tiger Moths DE410, EM726 and N6797). During the month 77 aircraft were received and ten aircraft were despatched. On 10 March it was decided that the continuous manning of the gate and guardroom at 'C' Site and of the post at the southern end of the old Worcester road should be discontinued, and a mobile police patrol covering all three sites should be substituted. The 'C' Site gate will only be manned and opened at the times employees start and finish work. A total of 42 sorties were carried out for a flying time of 12.30 hours, of this 8.30 hours were on air testing, 2.45 hours on communication flights and the remainder on training.
- 30-04-53 A total of 19 aircraft were completed during the month, this included an arrear from March (Proctor IV, NP289) and 2 aircraft were completed for the reserve task; this included one Tiger Moth, not tasked (NL906). One Spitfire F24 (PK724) was unsatisfactory on its air test. The month's receipts were 17 aircraft and 25 were despatched – including 12 Auster Vs and 3 Spitfire F22s which were collected by purchasing firms. Tenders were submitted by the Air Ministry for sale of surplus gliders, quantity 17 Hamlicars and 16 Horsas. Personnel strength – 7 officers, 308 civilians and 21 AM Constabulary. During the month, 40 sorties with a total of 16.30 hours were flown; of this 27 sorties (12.45 hours) were on air testing, nine sorties (2.0 hours) on practicing and training and the rest on communication flights.
- 31-05-53 A total of 17 aircraft were completed during May, including one not tasked (Tiger Moth EM733). Eight aircraft were in arrears at the end of the period – 2 Auster VIs, 2 Balliols (WG153 and WG154), Prentice T1 (VR249), Spitfire F21 (LA328), Spitfire F24 (PK725) and Tiger Moth II (R5175). In all 24 aircraft were received and 18 were despatched. During May there were 34 sorties with a total of 15.15 hours flown, of this 11.45 hours were spent air testing, 3.00 hours on communication flights and 390 minutes on the Patron Air Scheme.

- 30-06-53 A total 28 aircraft and gliders were produced; four Balliol aircraft were not completed due to defective undercarriage jacks. A total of 26 aircraft were received and 17 were despatched during the month. The unit's CO, W/Cdr Harris was posted to E.9, Air Ministry and was replaced by W/Cdr GE Basham who came in from 39 MU, St Athan. Personnel strength – 6 officers, 314 civilians and 21 Air Ministry Constabulary. A total of 50 sorties were completed with 19.45 hours flying time– of these 48 sorties (19.0 hours) were spent testing aircraft, the remainder being spent on communication flights.
- 31-07-53 A total of 21 aircraft were produced during the month, 5 aircraft were in arrears (four Balliols and a Prentice). July saw 62 aircraft received and 20 despatched. The AOC Commanding No.41 Group (Air Vice Marshall G Coombe) carried out his annual inspection on the unit on 9 July. During his visit the AOC presented the unit badge to the entire staff who had assembled in the civilian canteen. The AOC expressed his appreciation for the good work carried out by 9 MU during WWII and since the war. He also complemented Mr Hoskinson, the designer of the unit's badge. He then went to say that the unit would in the near future be holding Pembroke and Sycamore aircraft. A total of 39 sorties were carried out with a total of 24.15 hours flown. Of these 8.30 hours were spent testing, 13.30 hours in communication flying and the remainder on the Patron Air Scheme.
- 31-08-53 A total of 33 aircraft were completed during August – 27 of these were normal issue, either issue or reserve and 6 were produced for exercise 'Momentum'. During the month 25 aircraft were received (including 3 on Momentum account, and 37 aircraft were despatched, which includes 6 on Momentum account and 11 non-effective Tiger Moths delivered to No.2 S of TT, Cosford. The chief event in August was this year's Exercise 'Momentum'. The unit were required to produce six aircraft from the reserve storage. The main condition was that three of them were required to be ready for dispatch within 72 hours of the commencement on a stated day, and be ready for issue 72 hours later. Personnel strength – 6 officers, 313 civilians and 21 AM Constabulary. During the month, 60 sorties were carried out with a total flying time of 23.25 hours. Of this, 14.05 hours were spent on air tests, 2.35 hours in communications flying, 5.05 hours on practice and training and 1.40 hours in air exercises for operation 'Momentum'.
- 31-09-53 Out of a total of 20 aircraft, 16 were completed for the month. The remainder are in arrears for completion in October. The deficit was caused by the large amount of work necessary to produce two Spitfire XVI's and the upset caused by the 'At Home Day' on the 19th of the month. 33 aircraft arrived and 12 were despatched during September. On 21 July, the unit holdings of Tiger Moths were disposed of by Air Ministry tender and arising from this 121 aircraft have been sold to private individuals and flying clubs ranging from locations in the Orkney Islands to Kent. During the month 52 sorties were flown with a total of 25.25 hours, of this 11.45 hours were spent testing, 7.55 hours in communication flights and 5.45 hours in ferrying and training.
- 31-10-53 Of 23 aircraft on production task, 18 were completed. Of the arrears, four had reached the test stage required proving flights prior to overseas commitments. During October 55 aircraft were received (including 4 of the first Pembrokes) and 12 were despatched, and in addition, 52 Tiger Moths were collected by purchasers. Personnel strength – 6 officers, 306 civilians and 21 AM Constabulary. During the month 40 sorties were flown with a total of 24.00 hours. Of this 20.30 hours were spent testing aircraft and 3.30 hours on communication flying.
- 30-11-53 A total 19 aircraft were completed during the month. (3 Balliol, 3 Chipmunk, 2 Grasshopper, 3 Pembroke and 2 Spitfires; 3 aircraft were not completed. Receipts were 47 aircraft were and 12 were despatched; in addition 38 Tiger Moths were collected by purchasers. During November, 33 sorties were carried out with a total of 18.55 hours flown. Of these 16.10 hours were spent testing and 2.45 hours in communication flying.
- 31-12-53 A total of 16 aircraft were completed during the month (1 Auster, 4 Balliol, 3 Chipmunks, 2 Grasshoppers and 1 Pembroke), with 3 aircraft in arrears. During December 41 aircraft arrived and 7 were despatched; in addition 22 NEA Tiger Moths were collected by purchasers. Personnel strength – 5 officers, 308 civilians and 21 AM Constabulary. Throughout the month, 24 sorties were carried out with a total of 9.30 hours flown and the whole of this figure was for air testing .

1954 (AIR 29/2084)

- 31-01-54 A total of 14 aircraft were completed during the month (4 Balliol, 2 Chipmunk, 2 Grasshopper, 4 Prentice, 1 Spitfire LF16 and 1 Spitfire PR19). There were two arrears. Receipts: 48 aircraft were received during the month and 11 aircraft were despatched (in addition 14 NEA aircraft were collected by purchasers). During the month, 9 MU and No.2 S of TT moved out of 'F' site. During the month 27 sorties were carried out with a total of 11.55 hours flown.
- 28-02-54 A total of 11 aircraft were completed during the month (3 Balliol, 2 Grasshopper, 3 Prentices, 1 Sedbergh, 1 Spitfire XVI, Spitfire XIX). Also 31 aircraft were received and 11 aircraft were despatched during the month. In addition three instructional Spitfires were collected by 34 MU. Personnel strength – 5 officers, 318 civilians and 21 AM Constabulary. During the month 13 sorties were flown with a total of 5.15 hours flying time.
- 31-03-54 A total of 16 aircraft were completed during the month (2 Balliol, 3 Chipmunk, 2 Grasshopper, 1 Pembroke, 6 Prentice and 1 Sedbergh); 3 aircraft were not completed. Receipts were 56 aircraft and 17 were despatched. The following were collected by purchases: 25 Austers, 4 Tiger Moths and 6 Spitfires. During the month 38 sorties were carried out with a total of 22.50 hours, of this 21.40 hours were spent testing aircraft and the remainder in communication flying.
- 30-04-54 During the month of April the following aircraft were received or despatched: 54 aircraft received, 13 aircraft were produced ready for issue, 4 Pembrokes were not completed, 14 aircraft were despatched to units and the following NEAs were collected by purchasers: 3 Balliols, 4 Spitfires and 4 Tiger Moths. The total holdings of aircraft as of 30 April 1954 are 555 including 117 NEAs. Personnel strength – 7 officers, 312 civilians and 21 AM Constabulary. During the month 25 sorties were carried out with a total of 14.35 hours, of this 9.25 hours were spent testing aircraft and 5.10 hours in communication flying.
- 31-05-54 A total of 23 aircraft were produced this month (2 Auster Mk.VIIs, 2 Balliol, 11 Chipmunks, 2 Grasshoppers, 3 Kirby Cadets, 1 Pembroke, 1 Prentice and 1 Spitfire XIX). There were three arrears (Pembrokes WV706, WV712 and WV730). Receipts were 28 aircraft and 12 were despatched during May. The following NEAs were collected by purchasers: 16 Tiger Moths and 1 Spitfire. A total of 43 sorties were carried out with 27.45 hours flown– of these 20.40 hours were test flights, 4.55 hours on communication flights and the remainder on training.
- 30-06-54 A total of 21 aircraft were completed during June with 1 in arrears (Pembroke WV731). Receipts were 15 aircraft, 22 were despatched and the following NEAs were collected by purchasers: 11 Spitfires and 16 Tiger Moths. Personnel strength – 6 officers, 312 civilians and 21 AM Constabulary. The unit has been given the additional tasks of storage and preparation of Provost T1s and major servicing of Ansons for Transport Command. During June, 51 sorties were carried out with a flying time of 25.40 hours; of these 19.25 hours were spent testing aircraft and 6.15 hours communication flights.
- 31-07-54 A total of 21 aircraft were completed with 2 Pembrokes in arrears. Receipts totalled 26 aircraft and 25 were despatched to other units. In addition 3 Balliol and 24 Tiger Moths were collected by purchasers. During July, 48 sorties were carried out with a flying time of 30.55 hours; of this 23.25 hours were spent on testing aircraft, 1.00 hour on communication flights and the remainder on training.
- 31-08-54 A total of 19 aircraft were completed, 1 aircraft is in arrears, 23 aircraft were received and 6 were despatched. Purchasers collected 17 NEAs (6 Spitfires and 11 Tiger Moths). Major servicing (completed): Anson Mk.XIX (TX217 and Balliol T2 (WF998), (received): Anson Mk.VII (WE597), Anson Mk.XIX (TX171). Personnel strength – 6 officers, 314 civilians and 20 AM Constabulary. During the month, a total of 48 sorties were carried out with 29.45 hours flying time– of these 18.40 hours were spent testing aircraft, 3.10 hours on communication flights and the remainder on training.
- 31-09-54 A total of 25 aircraft were completed during the month leaving no arrears. 50 aircraft were issued, 25 were despatched and 47 were collected by purchasers (3 Balliols, 22 Spitfires and 22 Tiger Moths). Major servicing (production) – 1 Anson and 1 Balliol; (received) – 2 Ansons and 1 Auster. One aircraft of each type were loaned to No.2 S of TT for the RAF at Home display. During the month a total of 52 sorties were carried out with a flying time of 39.30 hours, of this 35.10 hours were spent on air testing and 4.20 hours on training.

- 31-10-54 A total of 14 aircraft were completed during the month, 3 aircraft on task were not completed. 33 aircraft were received and 15 were despatched. Major servicing (received) – 3 Ansons, 2 Austers and 3 Balliols; (completed) – 3 Ansons and 1 Auster. The following NEAs were collected by purchasers: 15 Horsa gliders, 4 Proctors, 7 Spitfires and 15 Tiger Moths. Personnel strength – 6 officers, 314 civilians and 21 AM Constabulary. During the month a total of 34 sorties were flown for a flying time of 23.00 hours, of this 12.45 hours were spent on air testing, 8.10 hours on training.
- 31-11-54 A total of 24 aircraft were produced during the month and 1 (Pembroke WV734) is waiting for a fuel tank. Ten aircraft were received on the unit and 18 were despatched, plus an Auster was despatched by road for repair. Three Proctors were collected by purchasers. Major servicing (received) – 1 Anson and 1 Balliol; (production) – 2 Ansons and 2 Austers. The unit's second Sycamore helicopter arrived during the month. During the month there were 53 sorties carried out with a total of 23.35 hours flying time, of this 17.0 hours were spent on air testing and 11.35 hours on training.
- 31-12-54 A total of 19 aircraft were completed during the month, 13 were received, 3 were not completed and 14 were despatched. Major servicing (production) – Anson TX228, Auster VX109; (despatched) Auster VW996. Five Prentices were sold as scrap. Personnel strength – 5 officers, 309 civilians and 21 AM Constabulary. During the month, 40 sorties were carried out with a total of 22.55 hours flying time. Of this 12.20 hours were spent testing aircraft, 1.50 hours on ferrying and the remainder on training.

1955

- 31-01-55 A total of 11 aircraft were completed during the month, leaving 5 arrears (Balliol WG116, WN527, XF672, XF673 and WV737). Six aircraft were received and seventeen were despatched. Major servicing (production): 1 Balliol and 2 Ansons; (despatches) – 2 Ansons; (receipts) – 1 Auster. Air Ministry invitations to tender released: 24 Tiger Moths and 10 additional Proctors (making a total of 31 to dispose of). A total of 35 sorties were carried out during the month with a flying time of 20.35 hours, of this 15.20 hours were spent on air testing, 3.15 hours on ferrying and 2.00 hours on training.
- 28-02-55 A total of 12 aircraft were completed during the month with 2 in arrears, (Balliol WH522 and WN527) which were waiting for air test (airfield covered in snow). In addition 14 aircraft were received and 9 were despatched. Major and Minor servicing: (production) – 2 Anson, 1 Auster and 1 Balliol; (receipts) – 2 Ansons, 2 Austers and 1 Pembroke; (despatches) – 1 Anson, 1 Auster and 2 Balliol. Personnel strength – 4 officers, 1 RAF aircrew, 314 civilians and 21 AM Constabulary. A total of 62 sorties were carried out with a total of 33.20 hours flown– of these 20.10 hours were spent air testing, 2.15 hours in communication flights and the remainder in ferrying and training.
- 31-03-55 A total of 15 aircraft were completed with 1 in arrears Auster WJ371); 14 aircraft were received and 13 were despatched. Purchasers collected 27 NEAs – (2 Prentices, 13 Proctors and 12 Tiger Moths). Minor / Major Servicing (receipts) – 4 Anson and 1 Chipmunk; (production) – 2 Anson, 2 Austers, 1 Balliol and 1 Pembroke; (despatches) – 3 Anson, 2 Austers, 1 Balliol and 1 Pembroke. During the month, there were 60 sorties with 35.35 hours fling time, of this 24.05 hours were spent testing aircraft, 3.55 hours training and 7.55 hours ferrying helicopters.
- 31-04-55 A total of 21 aircraft were completed during the month, there were no arrears. Two aircraft were received and eleven were despatched. In addition 21 NEAs were collected by purchasers (18 Proctors and 3 Tiger Moths). Major Servicing: (production) – 2 Austers and 1 Balliol; (receipts) – 1 Chipmunk; (despatches) – 2 Austers and 1 Balliol. Personnel strength – 4 officers, 314 civilians and 21 AM Constabulary. During the month, 61 sorties were carried out, with 31.05 hours; of this 23.20 hours were spent testing aircraft, 5.45 hours were spent ferrying and 1.55 hours on training.
- 31-05-55 A total of 17 aircraft were produced during the month, 2 are in arrears (Sycamore aircraft awaiting spares). Ten aircraft were received and thirteen were despatched. In addition nine NEA Tiger Moths were collected by purchasers. Major Servicing (production) – 3 Anson and 1 Chipmunk; (receipts) – 2 Ansons, 2 Austers and 1 Chipmunk; (despatches) – 3 Ansons. During the month there were 63 sorties with a flying time of 34.20 hours, of this 34.20 hours were spent on air testing.

- 30-06-55 A total of 29 aircraft were produced during the month; there were no arrears. 19 aircraft were received and 23 were despatched. In addition 3 Proctors and 1 Spitfire were collected by purchasers. Major Servicing (production): 1 Chipmunk; (receipts) – 1 Pembroke and 1 Prentice; (despatches) – 1 Chipmunk. Personnel strength: 4 officers, 313 civilians and 21 AM Constabulary. During the month there were 80 sorties with 53.05 hours flying time, of this 25.0 hours were spent on air testing, 8.10 hours on training and 19.55 hours on ferrying.
- 31-07-55 A total of 17 aircraft were produced, 1 was not completed (Whirlwind XJ432), awaiting spares. Five aircraft were received and twenty-four were despatched; in addition one NEA Spitfire was despatched. Major Servicing: (production) – one each of Anson, Auster, Chipmunk and Pembroke; (receipts) – one Anson and one Auster; (despatches) – 2 Anson, one Auster, one Chipmunk and one Pembroke. During the month, 95 sorties were completed with a flying time of 56.05 hours, of this, 32.0 hours were spent air testing, 9.15 hours ferrying, 5.25 hours training and 9.25 hours on other flying duties.
- 31-08-55 A total of nine aircraft were completed and five are in arrears awaiting modification spares. Eight aircraft were received and eleven were despatched. In addition 2 Spitfires and 5 Tiger Moth NEAs were collected by purchasers. Major Servicing: (production) – 1 Auster and 1 Prentice; (receipts) – 4 Austers, 2 Ansons, 1 Chipmunk and 1 Prentice; (despatches) – 1 Auster and 1 Prentice. Personnel strength – 4 officers, 306 civilians and 22 AM Constabulary. A total of 39 sorties with a flying time of 25.25 hours, of which 7.55 hours were, spent air testing, 6.0 hours on ferrying helicopters, 7.35 hours on training and the remainder on communication flights.
- 31-09-55 A total of ten aircraft were completed. Two Pembroke C1s (WV746 and WV748) are awaiting de-icing equipment and, Spitfire XXIV (VN478) is waiting for meteorological instruments, while Sycamore XIVs (XG512 and XG513) are both awaiting winch equipment. Six aircraft were received and two were despatched, in addition six NEAs were despatched. Major Servicing: (production) – one each of Anson, Auster and Pembroke; (receipts) – one Anson, four Austers and one Pembroke; (despatches) – two Ansons, one Auster and one Pembroke. A total of 51 sorties were carried out during the month with 34.30 hours flown– of these 12.35 hours were spent air testing, 17.10 hours on ferrying, 3.00 hours training and the remainder on demonstration flying for the RAF at Home flying display.
- 31-10-55 A total of 13 aircraft were completed (one Auster IV, 1 Auster V, 1 Auster VII, 3 Balliol, 1 Chipmunk, 2 Pembroke and 4 Prentices). Eight aircraft were not completed – Pembroke C1 (WV746, WV748), Spitfire XXIV (VN478 and VN315) and Sycamores (XG512, XG513, XG514 and XJ364). Major Servicing: (production) – 2 Ansons, 2 Auster VI and 1 Chipmunk; (receipts) – 2 Ansons and 3 Chipmunks; (despatches) – 2 Ansons, 2 Auster VIs and 1 Chipmunk. Personnel strength – 4 officers, 303 civilians and 23 AM Constabulary. During the month, 46 sorties were carried out with a flying time of 28.50 hours, of which 17.25 hours were spent air testing and 11.25 hours on ferrying.
- 31-11-55 A total of 19 aircraft were completed (6 Balliol, 1 Chipmunk, 3 Prentice, 1 Spitfire, 2 Sycamore and 6 Whirlwind). Eight aircraft were not completed, nine were received (1 Pembroke and 8 Whirlwind) and 15 aircraft were despatched (5 Balliol, 1 Chipmunk, 2 Sycamore, 6 Whirlwind and 1 Sedbergh glider). Major Servicing: (production) – 1 Anson, 5 Austers, 2 Chipmunks, 1 Prentice (receipts) – 1 Anson, 3 Austers, 2 Chipmunks and 1 Prentice; (despatches) – 3 Austers, 1 Chipmunk and 1 Prentice. The first of eight Westland Whirlwinds for the French Air Force were collected by FAF officers; they departed on 8 November. During the month, 81 sorties were carried out with a flying time of 57.00 hours, of which 20.0 hours was spent on air tests, 26.15 hours on ferrying and the remainder on training.
- 31-12-55 A total of 23 aircraft were completed during the month (5 Balliols, 5 Chipmunks, 3 Prentices, 3 Provosts, 1 Sycamore and 3 Whirlwinds). Nine aircraft were not completed, five aircraft were received (1 Pembroke, 2 Sycamores and 2 Whirlwinds, and 13 aircraft were despatched (6 Austers, 1 Balliol, 1 Pembroke, 1 Provost, 3 Whirlwinds and 1 Sedbergh glider). Major Servicing: (production) – 1 Anson, 1 Auster, and 2 Chipmunks; (receipts) – 1 Auster and 2 Chipmunks; (despatches) – 2 Ansons, 3 Austers and 3 Chipmunks. The third and fourth Whirlwind helicopters were collected by the French Air Force. Personnel strength – 4 officers, 298 civilians and 22 AM Constabulary. During the month 53 sorties were carried out with a total of 33.05 hours flying time, of this 15.30 hours were spent on air testing, 18.05 hours on ferrying and the remainder on training.

31-01-56 A total of 26 aircraft were completed (1 Auster, 3 Balliol, 8 Chipmunk, 1 Pembroke, 3 Prentices and 1 Provost). Five aircraft were not completed, eight were received (1 Chipmunk, 1 Pembroke, 1 Sycamore and 5 Whirlwinds). Sixty-two aircraft were despatched (1 Auster, 6 Balliol, 8 Chipmunks, 29 gliders, 2 Pembrokes, 2 Prentices, 3 Provosts, 1 Spitfire, 5 Sycamores and 5 Whirlwinds). Major Servicing (production) – 3 Austers, 1 Anson and 1 Chipmunk; (receipts) – 2 Ansons and 3 Chipmunks; (despatches) – 2 Austers, 1 Anson and 1 Chipmunk. The last two of the eight Whirlwinds produced by this unit were collected by French officers on 11 January – information was later received that these two aircraft crashed in France due to bad weather. During the month, 46 sorties were carried out with a flying time of 30.00 hours, of which 13.40 hours were spent air testing and 16.20 hours ferrying. All flying was carried out on grass owing to runway re-surfacing.

Official information was received from HQ Maintenance Command on Friday 27 January, that after 17 years service to the RAF and Country, No.9 MU is to close. The last aircraft for major servicing was received on 30 January and all aircraft in long-term storage will be produced to 'on-flight standard' and flown to other MUs in 41 Group during the next few months. Helicopters will continue to be received until the end of February and Pembrokes until the end of March; the target date for closing of the unit being 30 June, 1956. This news, which was immediately announced to the unit, has caused much despondency amongst the workforce, many of whom had formed the unit before WWII, and are consequently most anxious about their future employment. The men had hoped the unit would continue to undertake major servicing of unit aircraft and the production of helicopters and Pembrokes – which was borne out of the fact that work was commenced only last month on the resurfacing of the runway at a cost of £25,000. The hangars, headquarters, workshops, equipment section and other buildings in use by 9 MU will be occupied by a mechanical transport storage unit to be formed in phase with the run-down of 9 MU. The redundancy caused by the closing of the ASU will therefore be considerably reduced and employment will be found for around 50% of the present staff and employees.

29-02-56 A total of 18 aircraft were completed (7 Balliols, 5 Chipmunks, 2 Pembrokes, 3 Prentices and 1 Sycamore). Six aircraft were not completed, five were received (1 Pembroke, 4 Whirlwinds) and 18 aircraft were despatched (6 Balliols, 5 Chipmunks, 1 Pembroke, 5 Prentices and 1 Sycamore). In addition 4 NEA Spitfires were sold and collected. Major Servicing (production) – 1 Chipmunk and 1 Prentice; (receipts) – 1 Pembroke; (despatches) – 1 Auster, 1 Chipmunk and 1 Prentice. Personnel strength – 4 officers, 289 civilians and 22 AM Constabulary. During the month, 32 sorties were carried out with a total of 15.55 hours flown' of this all but 2.20 hours were spent air testing, the remainder being ferrying. The runway is still not serviceable and flying continues to be from the grass.

The unit has since been notified that the latest date for receiving Pembroke aircraft has been brought forward to 29 February, to line up with the helicopters. The last Sycamore has been completed and despatched from the unit. It is anticipated that the remaining Whirlwinds will be completed this month, and the Pembrokes are being worked on by the contractor's working party. Work is progressing on the task of preparing aircraft to '1 flight' standard.

31-03-56 A total of 29 aircraft were completed (6 Balliol, 6 Chipmunks, 1 Pembroke, 3 Prentices, 2 Provosts and 5 Whirlwinds). Nine aircraft were not completed, there were no receipts and nineteen were despatched (5 Balliol, 5 Chipmunk, 3 Pembrokes, 2 Provost and 4 Whirlwinds). Major servicing (production) – 2 Ansons, 1 Auster and 4 Chipmunks; (receipts) – 1 Pembroke; (despatches) – 2 Ansons, 1 Auster and 4 Chipmunks. During the month there were 63 sorties carried out with a total of 34.15 hours flying time, of which 9.0 hours were spent ferrying and 25.15 hours of air tests.

The AOC-in-C – Air Marshall RB Jordan, visited the unit on Thursday 22 March. The C-in-C met the station CO, Commodore RJ Pilgrim Morris, and S/Ldr GJ Matthews, CO of 236 MU – the new MT storage unit which was formed at Cosford on 19 March in place of 9 MU. The run-down of 9 MU is proceeding satisfactorily but difficulty is being experienced due to the shortage of craftsmen in certain trades, particularly instrument makers, and the poor standard of the aircraft now being produced. Many of these aircraft have been in long-term storage for many years and much rectification is necessary to prepare them up to 'one flight' standard.

31-04-56 A total of 24 aircraft were completed (1 Auster, 8 Balliol, 4 Chipmunk and 11 Prentices. In addition, 5 were not completed, 30 aircraft were despatched (1 Auster, 9 Balliol, 4 Chipmunk, 1 Pembroke, 14 Prentices and 1 Whirlwind); there were no receipts. In addition 7 NEA Chipmunks were collected by purchasers. Major Servicing – this task has now been completed: (production) – 1 Anson and 2 Pembrokes; (receipts) – nil; (despatches) – 1 Anson and 2 Pembrokes. Personnel strength – 2 officers, 228 civilians and 23 AM Constabulary. During the month 36 sorties were carried out with a total of 28.05 hours flying time, of this 11.20 hours were spent air testing, 16.45 hours on communication flights and ferrying.

The run-down of the unit is almost complete; the remaining aircraft not yet completed will be done so by early next month. The CO was posted from the unit during the month as was the test pilot.

31-05-56 A total of 11 aircraft were completed (7 Balliol, 3 Chipmunks and 1 Pembroke) which concluded the holdings of effective aircraft – all of these were despatched. In addition the following NEAs were disposed of: 16 Chipmunks and 50 Prentices to purchasers, 6 Spitfires to No.29 MU by road. A balance of 47 NEAs remained as at 31 May 1956 (18 Chipmunks and 2 Prentices which are waiting to be collected by purchasers, and 27 Spitfires which are scrap, awaiting salvage and removal). Personnel strength – 2 officers, 100 civilians, 23 AM Constabulary. During the month there were 13 sorties with a total of 10.15 hours flown, of this 5.0 hours were spent testing aircraft and 5.15 hours were taken up with ferrying and communications.

The hand-over of all buildings on the unit to 236 MU is progressing and should be completed by mid-June.



Plate 18: Gable end of hangar 3. Photo: 22-11-11

Chapter 6: No.236 MAINTENANCE UNIT

The re-opening of 236 MU was a phased build-up, that begun during December 1955, when 133 vehicles were received from 35 MU, Heywood; they were placed in storage at 'D' Site, Cosford by a working party from 99 MU Lichfield. In December another three storage sheds were taken over on 'C' Site for the storage of another 400 to 500 vehicles removed from No.5 Site at 7 MU, Quedgeley. During January the remaining two sheds on 'B' Site were taken over for storing vehicles that were in open storage. On 4 January 1956 the designated CO, S/Ldr GJ Matthews was attached to 99 MU, Lichfield to make preparations for the opening up of 236 MU on the site of 9 MU. During February a service personnel detachment of 41 airmen formed up as an opening party and after a familiarisation course, moved to Cosford on 17 February, and three days later received the first batch of vehicles as stock transfers from 7 and 35 MUs. As HQ No.2 S of TT had a claim to building 29 (a type 'C' hangar), the new unit had to make do with type 'D' hangar as a provisional production centre until it could acquire the type 'C' hangar.

As the new unit was designated as civilian-manned, by the 7 June around 100 civilians had become available for transfer from 9 MU and service personnel were gradually removed as civilians were trained to replace them. This continued until 29 June when the last airmen of the service detachment was dispersed to his parent unit.

The unit formed as a fully self-accounting transport storage facility as a lodger unit at Cosford on 18 June 1956; at the end of that month, the unit held 1,087 vehicles in store.

The unit was organised on a three-prong basis (Technical Wing, Admin Wing and Storage Wing), vehicles were received from 99 MU. The first tasks were training of storeman, who had been previously employed by 9 MU, and 18 fitters who had previously been employed as 'fitters engines' were transferred over as 'fitters MT'.

As of 30 July 1956, the MT stock was 1,249 vehicles which represented around 55% of the storage capacity of the unit which had been assessed as 2,300 vehicles. The unit specialised in fire crash vehicles and most of the unit's original stock of vehicles came from Nos.7, 14 and 35 MUs. The unit's secondary speciality was cranes, ambulances and refuellers.

No.1 hangar was repainted and this shed became the production centre so all preparation work including washing, preparation for issue, storage and rectification was carried out in this hangar on a production basis. Issues and receipt lines were laid out on three sides of the hangar, vehicles being moved on by a tractor operating between the lines. Rectification bays were marked out on the floor centre.

1961 – 63 (AIR 29/4035)

The unit suffered a great deal of sickness throughout the winter of 1960 / 61, owing to an influenza epidemic. Turnover during February was only 70% and this had caused a backlog of major inspections and servicing. A change of command took place when S/Ldr RT Smart assumed command on 7 June 1961, vice S/Ldr VF Clarke who was posted to the Air Ministry.

During October 1961, the vehicle kit store moved from the Equipment Section to the annexe of No.12 hangar, and during November a new heating installation had been fitted and operated (in one half) of the production hangar; it was completed during January 1962.

In February stock and staff transfers were commenced from 99 MU at High Ercall in preparation for the disbandment of that unit which took place on 8 June. The transfer was completed by 1 April and the former unit became a sub-site of 236 MU.

In March 1962 the administration of 50 houses forming part of an Air Ministry housing estate in Woollam Road, Wellington were taken over. Personnel strength at the end of March was 2 RAF officers, 152 civilians and 21 AM constabulary.

During January 1963 the unit was called on to issue a large number of snow ploughs and other specialist vehicles, and in many instances to deliver them under adverse weather conditions.

In August 1963, the first discussions were being held on the proposed closure of the sub-site at High Ercall and on 6 September, a formal announcement was made that the need for MT storage had now been reduced to a level which could be contained within the main unit at Cosford; the sub-site at High Ercall would therefore close with effect from 1 February 1964. During September the first 40 vehicles

were transferred to the main site at Cosford, leaving a total stock holding of 387 vehicles at High Ercall, followed by 218 in October but by the end of December all vehicles had been removed. The station was then reduced to a Category 'C' Inactive Site and parenting of High Ercall was handed over to Shawbury with effect from 1 February 1964. The 77 civilian employees at High Ercall were then dispersed as follows:

War Office (21)	27 MU Shawbury (19)	236 MU Cosford (19)	resigned (6)
retired (5)	redundant (4)	RAF Shawbury (2)	RAF Cosford (1).

Wrekin Warning Beacon

This beacon was originally installed on the crest of Wrekin hill (1,300 feet) on 9 July 1942, and following the cessation of flying at High Ercall in 1958, the GPO control switch was transferred from the control tower to the guard room and the beacon was then operated by Air Ministry Constabulary. Due to the impending closure of High Ercall, the future of the beacon was under consideration, which resulted in instructions being given by the Air Ministry to discontinue the operation of the beacon from 1 February 1964. The switching off of the beacon received considerable publicity in all of the local papers and it was reported that the local Member of Parliament for the Wrekin, William Yates, protested to the Air Ministry that neither he nor the local authority had been consulted on the subject. On 29 January 1964 the Air Ministry decided that the beacon would remain in operation until further notice. The responsibility for the continued operation of the beacon was handed over from Cosford to Shawbury with effect from 23.59 hours on 31 January 1964.

1964 - 1965

During January 1964, the first discussions took place concerning the proposed amalgamation of the Mechanical Transport sub-site located at Stafford, with 236 MU. Flt Lt Pearce, previously the sub-site commander at High Ercall, was transferred to the main site at Cosford and took over the duties of CEO from F/Lt Price on his retirement from the RAF.

The Automatic Data Processing (ADP) system was installed by personnel from No.7 School of Technical Training. A 'Moviegraph' system for production control became operational in June.

Bloodhound Mk.I Radio vehicles were the first vehicles to be transferred over from the MT sub-site (No.6 Site) at 16 MU, Stafford, arriving during May. This involved the installation of a 15 amp power circuit in hangars C6 and D11. Hangar A3 was decorated, in order to receive radio vehicles from Stafford. The transfer of the specialist vehicles was completed during September 1964 and a new interim establishment for 276 civilians became operational. To achieve this, 62 servicemen from 16 MU were posted to the unit and these airmen were to remain until such time they could be replaced by civilians. From October, Bloodhound Mk.II specialist MT vehicles (type 86 radar) were stored on the unit. Also during October, a request was received from Wellington District Council for a water bowser; this was used to deliver drinking water to some of the local villages where the wells had dried up due to the drought.

In 1965, the unit was turning over a nominal figure of 400 vehicles per month – during April the figure was 439. The normal issue time was ten days, although in some cases vehicles were turned around in just four days. The highest number of vehicles issued in a month (May) was 379, the previous highest score being 350 in July 1962.

1966: Closure

Below is part of the announcement was made by the commanding officer during October 1965:

On 21 July I told you of the decision that the Army department would assume responsibility on behalf of the three services for the supply and storage of MT vehicles and MT spares, and that I would let you know as soon as possible about the effect of the decision on the task of the unit.

It is now planned that the Army Department will take over the task of 236 MU by April 1966 and it is regretted that by that date there will be no work on this unit for the civilians currently employed.

However, it is expected that there will be no significant redundancy before March 1966.

Apart from the turnover of vehicles during the months leading up to closure, the main effort was the commencing and continuing with the physical effort of transferring vehicles to the various army depots. The first transfers, were to the Command Vehicle Depot Ashchurch and consisted of radio vehicles and 50 of these vehicles left the unit during November, followed by another 15 in the following month.

At the beginning of December there were 1564 vehicles in stock, plus another 22 were received during the month. Transfers during the month were as follows:

CVD Ashchurc (231) CVD Hilton (65) CVD Feltham (4) COD Bicester (20)

During the month the civilian strength was 194, whilst the service element was 38. 15 civilians were going to be transferred to RAF Cosford, 25 to RAF Stafford and 13 to COD Donnington.

At the end of January 1966, the following vehicles had been transferred to Army units:

CVD Ashchurch (501) CVD Hilton (249) CVD Feltham (15) COD Bicester (172)

During February six of the 'E' type hangars were emptied – the remaining two would remain in use until the Bloodhound Mk.I equipment had been dispersed. A formal notice was issued to the canteen suppliers and the reduction in manpower continued. A coach load of employees were taken on a tour of Stafford and it was hoped that more personnel would accept a posting there. The strength of the AM Constabulary was reduced by one sergeant and three constables, and the security cover at night and day was withdrawn at the end of March.

During February the movement of vehicles from the unit proceeded to plan. A total of 407 vehicles were issued making a grand total of 1,399 since 1 December, distributed as follows:

CVD Ashchurch (736) CVD Hilton (332) CVD Feltham (65) COD Bicester (55)
Issues to RAF units (211)

There were still 38 sets of Bloodhound Mk.I equipment to be disposed of; each set consisted of:

- RVT 530 Scanner Trailer, 13 ton 14 cwt
- RVT 531 Display Cabin, 5 tons 0 cwt
- RVT 531 Trailer 2 tons, 14 cwt
- Generators, 1 ton 14 cwt
- Scanner head, 1 ton 4 cwt
- Catwalk assembly, 1 ton 5 cwt
- Misc cables etc, 3 tons 10 cwt

A total of 11 trailers only were available to move the 38 display cabins, thus a shuttle service was going to be used. With the amount of transport available only one set could be moved to CVD Ashchurch each day. The task was being completed during March and the movement of all other vehicles was completed on 18 March. The final destinations were as follows:

CVD Ashchurch (893) CVD Hilton (357) CVD Feltham (67) COD Bicester (55)
Issue to RAF units (233)

During the last week of March, the first of the depot's buildings were handed back to RAF Cosford and closure of the unit took place on 29 April 1966.

Chapter 7: GAZETTEER OF HISTORICAL BUILDINGS

Introduction

The gazetteer of historical buildings is based on a rapid walkover carried out in small parts under escort between 22 and 23 November 2011, it was not possible to visit every building as an escort was not always available, or had a limited window of availability. Notes and photographs were taken and the entries here are based on that fieldwork as well as a brief look at the Cosford drawing archive. The level of recording has been limited to the English Heritage Level II standard.

The site plans included within this chapter are based on drawings dated 1940 with additions to 1945, another of March 1988 (469/88) plus a schedule of buildings dated December 1976 (WA9/196/59). Modern building numbers have not been found for a number of structures and these have been given low value numbers (1 to 42), it is assumed that these were demolished before December 1976. The presence of a high value (500 series) building number on the various site plans included here does not necessarily mean that the structure is extant. It simply means that it was present between December 1976 and March 1988.

ASU Main Site

At the time of the survey, the ASU main site survives in remarkable completeness, with very few technical buildings having been demolished so that a high percentage of original structures are extant and when compared with other current RAF stations, it scores very highly. It is unknown whether buildings removed from the ASU Main Site were recorded prior to removal. Using the 1988 drawing, (as this is the most recent site plan found); the removed buildings and structures are as follows:

- Petrol Tanker Shed NGR (537): SJ 78881 05227
- Parachute Store NGR (533): SJ 78898 05267
- Latrine Block NGR (505): SJ unknown
- Latrine Block NGR (530): SJ 78870 05178
- Latrine Block NGR (531): SJ 78865 05171
- M/G 25 yard Range (528) NGR: SJ 78765 05328
- 549

Spitfire Factory

The north side of the airfield has lost the Spitfire factory (Blgs. 573 and 574); a photograph record of these two Bellman Sheds was carried prior to demolition which occurred c.1996.

- NGR (573): SJ 79578 05202
- NGR (574): SJ 79616 05202

Airfield Defences

Unfortunately there is very little in the way of extant airfield defences, these were in the form of either hard defences or airfield defence barrack accommodation. It is thought that these structures were removed before March 1988. The key defence structures are:

- Defence Huts (532, 557) NGRs unknown
- Seagull Trench (614, 615 & 616) NGRs unknown
- Battle HQ (612) NGR: SJ 79280 04290
- Pillbox (unknown) NGR: SJ 79072 04380

Airfield

The airfield landscape as viewed from the watch office with tower is excellent with hardly any noticeable change since WWII, largely because the airfield was never developed or extended and remains more or less as-built.

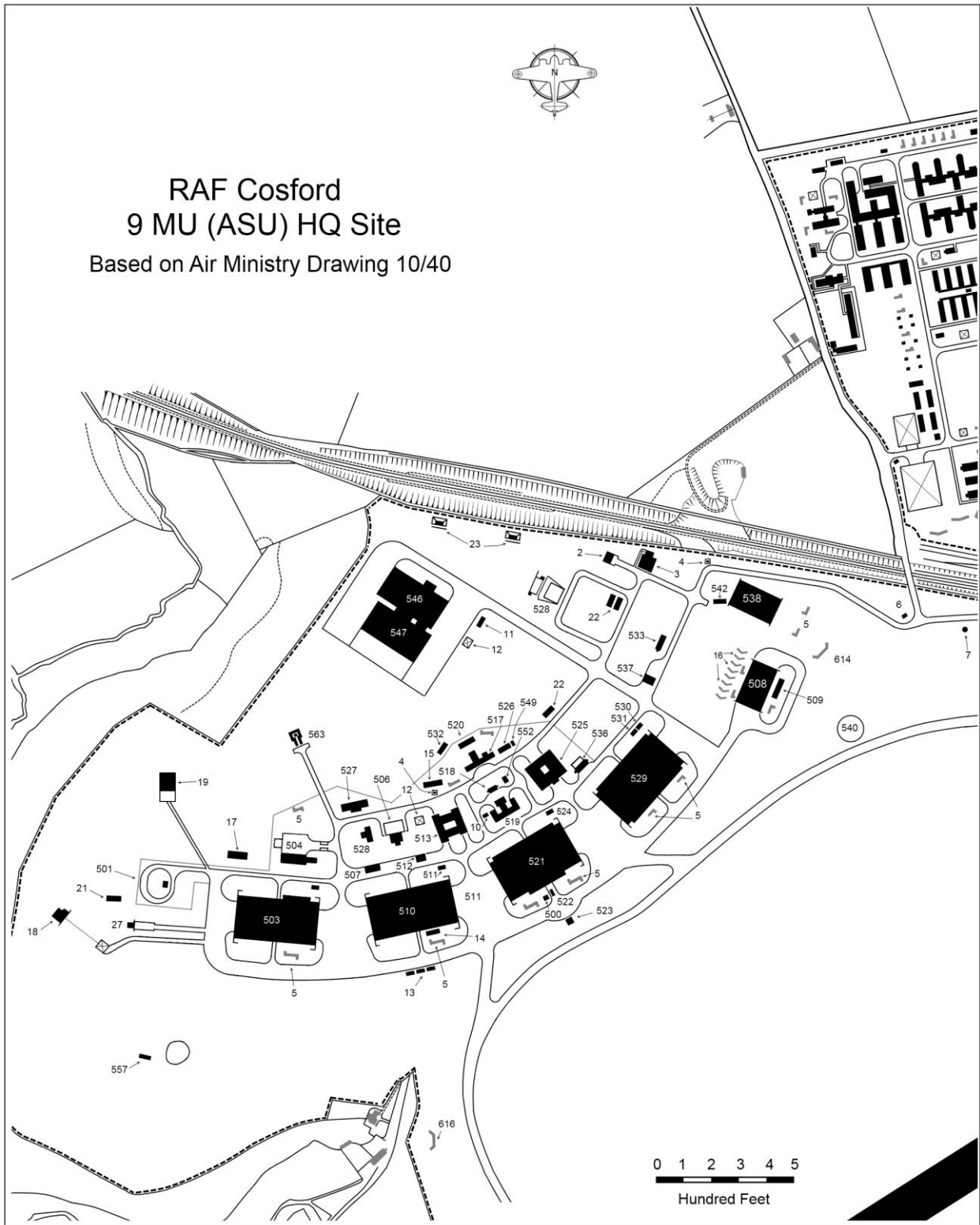


Fig 5: No.9 MU site plan (HQ)

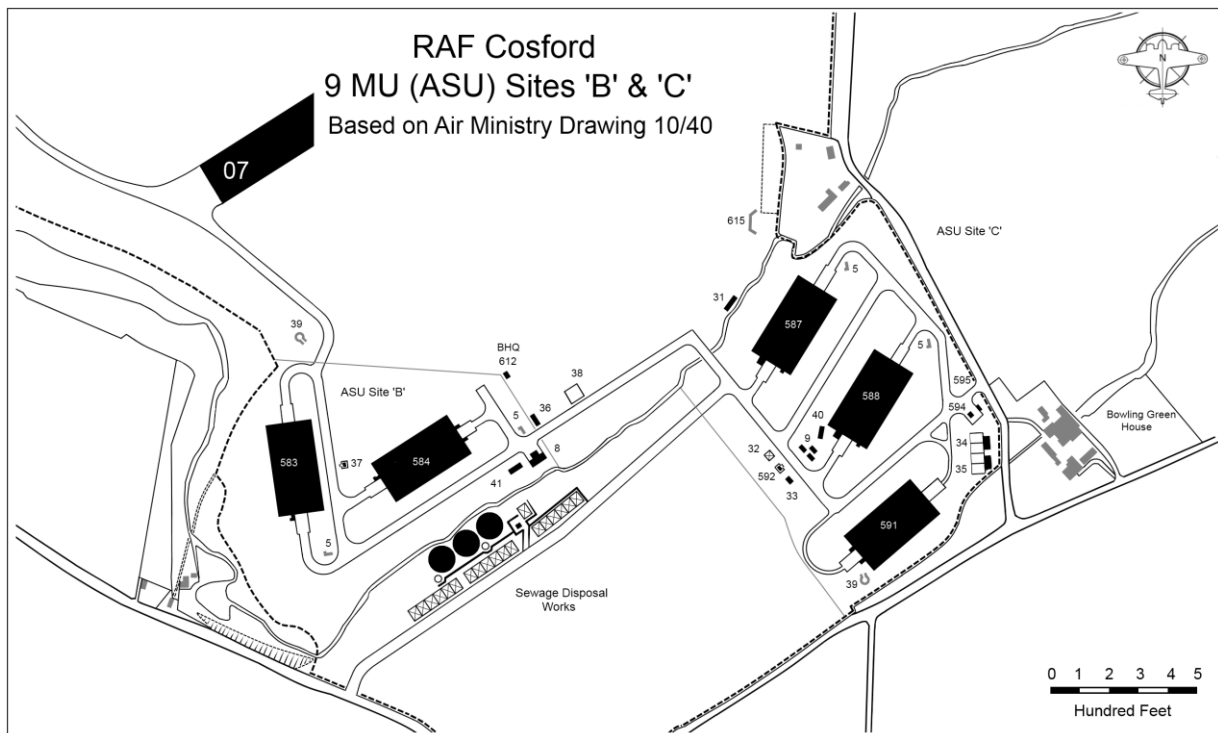


Fig 6: No.9 MU site plan (B and C)

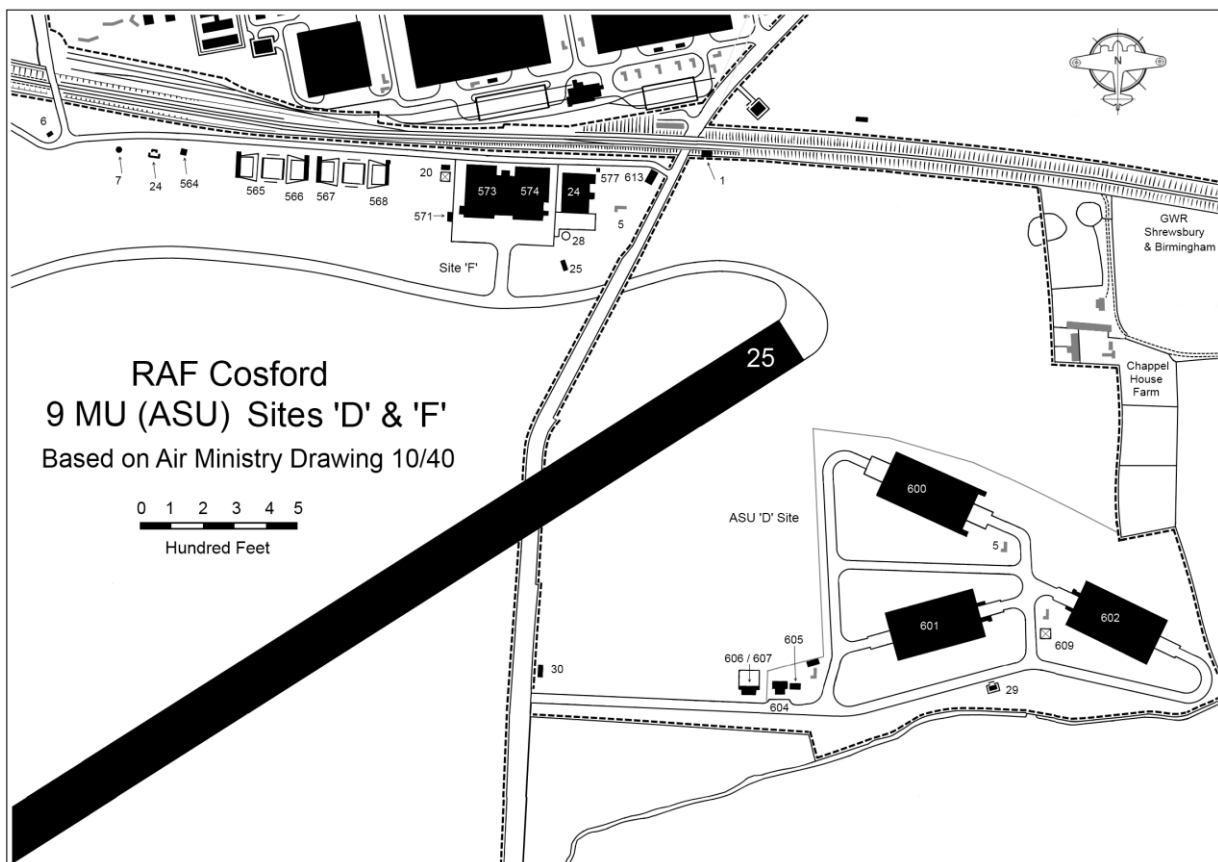


Fig 7: No.9 MU site plan (D and F)

First Line Servicing Building (500)

Located adjacent to building 522, is the first line servicing building. Its date of construction is unknown, its external appearance gives the impression that it is quite old but it does not appear on record site plans.

The building is constructed with stretcher bond brick walls which are dry lined inside. Three walls are blind, while the front elevation has a near full width multi-pane galvanised steel window. The single entrance is on the east side elevation. There is a single pitch roof of corrugated plastic.

Dimensions: (internal) 12ft x 17ft 10in

NGR (500): 78760 04978

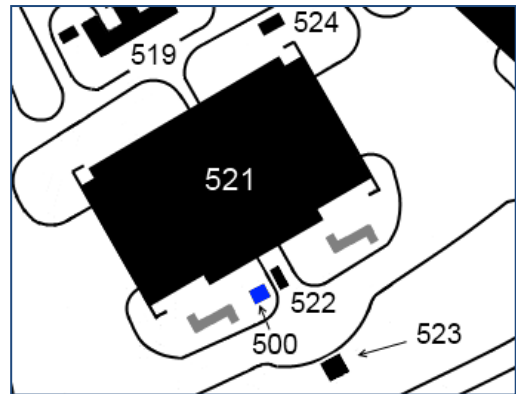
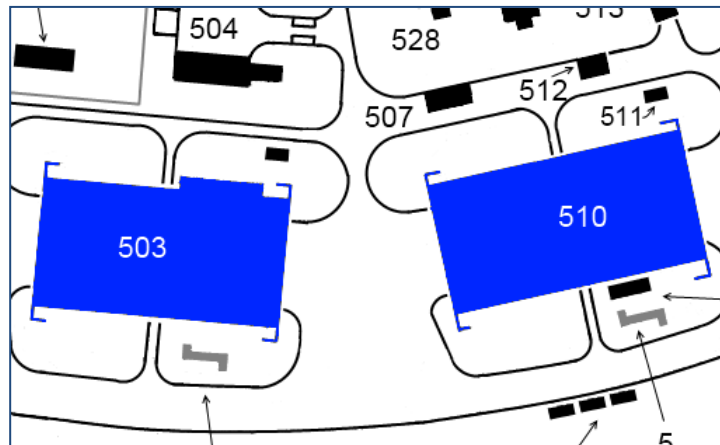


Plate 19: Front line servicing building (500). Photo: 22-11-11

Type 'D' Aircraft Storage Shed 2312-33/36 (503 and 510) Hangars 3 & 4

Located airside of Horsa Way, at the western end are two monolithic concrete type 'D' aircraft storage sheds. They were designed in 1936 by the Air Ministry architects and structural engineers PM Stratton, TC Durley, JD Yells and JW Binge.

Built on the first 12 ASU airfields, the end-opening type 'D' aircraft storage shed has a rectangular shaped plan-form, with vertical sides and an arched roof.



A typical shed was constructed with a system of reinforced concrete columns (24 in x 20 in) spaced at 20 ft centres supporting arched ribs (36 in x 13 in) and tie-beams (carried by suspenders at 12 ft 6 in centres from the arched ribs). The columns are carried on 10 ft x 8 ft and 3 ft deep foundation concrete blocks – the foundations being designed for a ground pressure of 2 tons per square foot.

The hangar is in three main parts or sections with five bays in each third. These sections are separated by a vertical expansion joint which rises up the wall which continues over the arched roof so that joining sections have paired arched ribs and columns that can move independently. End ways covering the doors have 16 in x 11 in diagonal wind bracing struts and a longitudinal 13 in x 13 in wind bracing tie, connects each bay longitudinally. The roof slab is 5 in thick reinforced concrete. Every other bay within a section originally had two 2-ton and one 8-ton runway running span wise.

Walls are monolithic 14 inch thick reinforced concrete up to a height of 16 ft, and then 5 inch which carries beyond the roof beams to form a parapet which on the outside face also forms a continuous gangway around the entire hangar. As originally built, the walls had a near continuous narrow width (between columns) glazing band, but in 1950, the narrow glazing was extended over both the technical and airfield elevations of hangar 3 (510). This occurred over its full length when 30 new windows were added below the originals, but since then seven windows on the airfield elevation have been blacked out or covered over. This modification has effectively removed the 5 in concrete walling and replaced it with glazing and has only been applied to hangar 3, while hangar 4 remains as-built.

The walls on the airfield side are annexe free, while on the technical side elevation is a small erecting equipment store to both sheds.

Steel-framed and clad doors filled originally with sand and gravel are arranged in six leaves at either end. These can open out full width to be stacked three in a row into prominent concrete door gantries on each side-wall, the supporting columns have been over clad in brick. The doors were also glazed at high level and these have been extended in a similar way to the walls on hangar 3 (510).

Dimensions: clear height 30 ft total height at the centre is 52 ft 3 in.

Clear length is 300 ft and clear span is 150 ft.

NGR (503): SJ 78458 04969

NGR (510): SJ 78620 04970



Plate 20: Hangar 3, showing different window arrangement with original (below). Photo: 22-11-11



Plate 21: Hangar 4 with original windows. Photo: 22-11-11

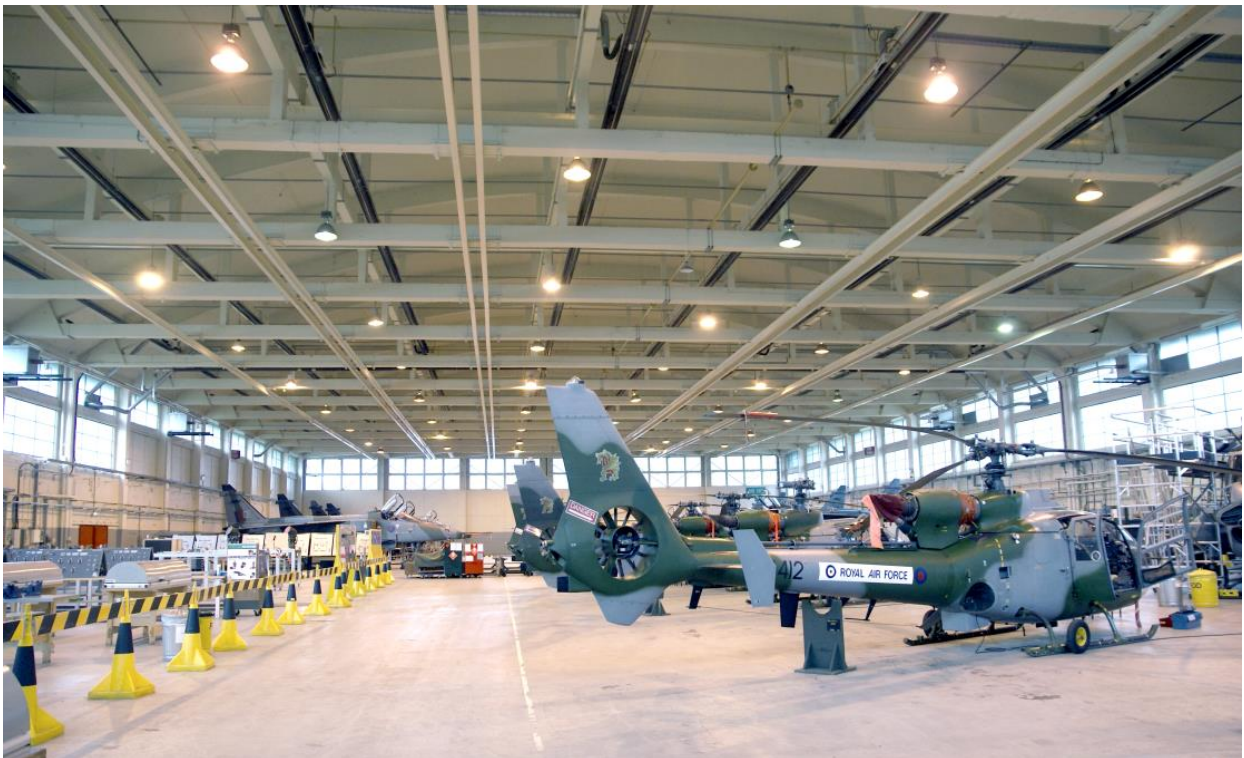


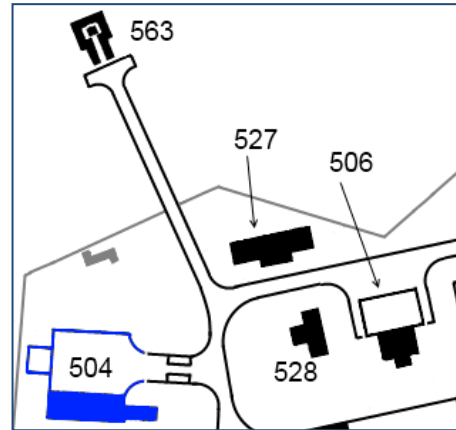
Plate 22: Interior view of hangar 3. Photo: 22-11-11

MT Shed (504)

The MT shed is located at the western end of the Main Site and can be accessed from both Horsa Road and Whitley Road. It consists of a single vehicle shed, the MT office, yard and a washing platform.

The building is unusual for two reasons, firstly it is without a repair bay which would normally be attached to the MT office, and secondly there is only one vehicle shed. The second shed which should be positioned opposite the first shed, on the northern part of the vehicle yard was never built.

The building therefore consists of a suite of eight 30 ft 'long bays' and an MT office at the eastern end.



The building is arranged open plan, with main doors along the front elevation only which were originally Henderson timber glazed folding and sliding doors in four leaves per bay, but in more recent times these have been replaced. External walls of the vehicle shed is of 11 in cavity brick with internal piers on the rear wall and free standing piers along the front, these carry steel trusses of 35 degrees pitch. The rear wall has a single four pane steel casement window in each bay. The roof is boarded and clad with clay roofing tiles.

The office accommodation is also different to other ASUs as it is smaller than standard, the missing rooms all had exterior access and are associated with vehicle repair: store, valve grinding room, oil and a paint store. Note there is a rear access which might gain access to a compressor house used for tyre inflation.

As-built rooms are arranged around a lobby and corridor. These consist of a rest room, office, lavatories and office. Exterior walls are 11 in cavity brick, all internal walls are 4.5 in brick. The roof is a timber frame (Queen post) with hipped shaped rafters at the eastern end. This is boarded and clad with clay tiles. Windows were originally six pane steel casements but these have either been replaced or the openings bricked up.

Dimensions: each bay has the following nominal dimensions 30 ft by either 12 ft or 12 ft 7 in, clear height inside the garage is 13 ft 6 in.

NGR (504): SJ 78480 05039



Plate 23: MT vehicle shed (504). Photo: 22-11-11

Central Heating Station 2892/37 (506)

Located north of hangar 510 is a central heating station, its fuel store is adjacent to Whitley Road. The structure was designed by the Air Ministry architect JW Binge. It originally consisted of a boiler room, pump room and tower forming the main building, and an attached fuel and clinker bunker enclosure.

Tower – the tower is in two parts and consists of the vertical flue which connects at ground level to a horizontal one serving the boilers, this rises to over 70 ft. The other part is a water tower which at a height of 60 ft there is a water tank house with a single water tank. The flue is no longer used, being replaced by a stainless steel one.

Boiler room - the boiler room originally had three coal fired boilers mounted on 6 ft high brick bases, these were in a row and connected with the horizontal flue, but these have since been replaced, firstly with oil and lately by gas? The remainder of the room would have been open space for receiving coal from the adjacent fuel store.

Pump room - adjacent to the boiler room is the pump room, housing a pump, one each for the boilers. Steam was pumped around the station, via underground pipes which fed wall or floor mounted radiators in each building connected to the service – this was the station's district heating scheme.

Fuel bunker – as originally planned the coal fuel was stored within a walled compound, the main part is where the coal was stored which was shovelled through a row of fuel hatches with counterbalanced doors in the wall of the boiler room. The other part is the clinker bunker removed from the boilers. This has been replaced with a bund that once housed an oil tank farm, but the tanks have been removed leaving the foundation blocks.

Construction – external walls are 13.5 in brick up to a height of 5 ft 5 in, then 9 in brick. The roof is reinforced concrete slab with a shallow height parapet brick wall. The roof is clad with asphalt and set to fall to the rainwater outlets.

Dimensions: unknown

NGR (506): SJ 78595 05056

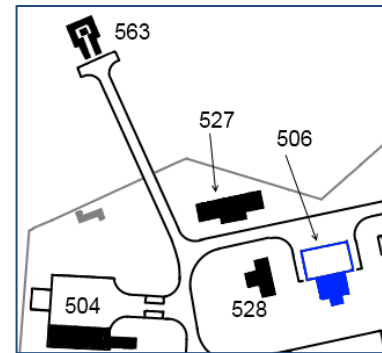
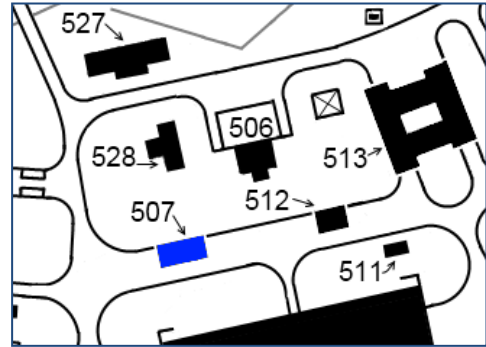


Plate 24: Central heating station (506). Photo: 22-11-11

Articulated Trailer Shed 4640/37 (507)

Located on the technical side of hangar 510 is an articulated trailer shed, it is adjacent to the tanker shed (building 512). It is similar in appearance to 510 but is longer in order to accommodate a pair of 44 ft 3 in x 7 ft 6 in Queen Mary type trailers. The building was designed by the Air Ministry architect JW Binge; the Cosford version has two garage bays whereas on operational bomber stations, they are normally single garages.



Construction – external walls are 15 in cavity, there is no internal fire wall between the two bays, windows are three pane steel casements. The roof is a reinforced concrete slab with a shallow than normal brick parapet wall around its perimeter. The building has roller type shutters at either end with concrete hurter blocks protecting the entrances.

Dimensions: (each bay) clear width 12 ft 4 in x 50 ft.

NGR (507): 78565 05022



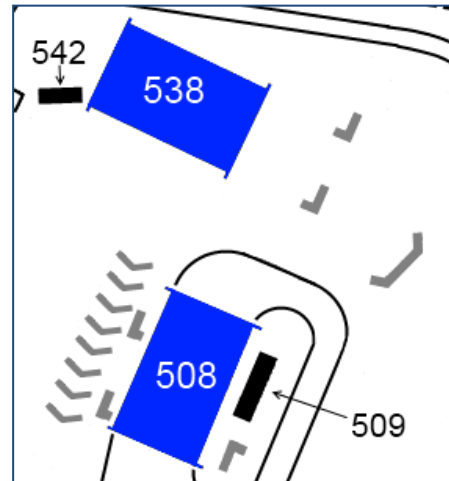
Plate 25: Articulated trailer shed (507). Photo: 22-11-11

Bellman Aeroplane Sheds 8353/37 (508 and 538)

There were originally four Bellman aeroplane sheds at Cosford but two (573 and 574) have been demolished.

Designed in 1936 by the Directorate of Work's structural engineer, NS Bellman who also helped with the design of the Hinaidi aeroplane shed (two of which were erected at Cosford but are now demolished). Commercial manufacturing rights were acquired for Bellman sheds by Head Wrightson & Co. of Teesdale Iron Works at Thornaby-on-Tees.

The shed has a rectangular-shaped plan form with its main doors located at both end walls and these can open full width. It is constructed on a unit system of lattice steel girders, by clever design, both walls and roof members use the same standard units and these are joined at the junction of wall and roof by a standard corner unit. The time taken for 12 men to erect one of the first sheds to be erected, at Thornaby, including levelling the ground, laying door tracks, erecting steelwork and fitting oiled canvas doors was 500 man-hours.³



As a result of the bad winter of 1937 when a number of Bellman sheds at Thornaby were damaged after a heavy fall of snow, production Bellmans were modified so that instead of curtains, they had steel-framed and clad doors in six leaves which opened out (in threes) along high level projecting door guides and rails fixed to the concrete base. During the period 1938–40 some 400 sheds of this type were built on stations at home and abroad. They proved invaluable in the early part of the war as they supplemented existing permanent sheds but also provided the total shed requirements for many Elementary Flying Training Schools such as at Marlow.

Complete units were purchased in bulk and in 1938 a central storage depot was established at No.3 MU, Milton where the parts for 40 Bellmans were stored in two specially built Bellman sheds for issue in the event of war. After all of these had been despatched, the two were used for storing Bellman spare parts. This was the standard RAF portable aeroplane shed in the first two years of war, until it was replaced by the Teesside type 'T' designs. Bellmans were therefore erected at almost every type of training and operational RAF station as well as at the aircraft factories.

There were two heights available, consisting of a low shed 17 ft clear and a tall shed 25 ft clear. The low shed is more common than the high version. Both high and low versions were erected at Cosford, Site 'F' had two low versions and buildings 536 and 538 are high versions.

At Cosford, only building 508 was part of the original pre-war planning, building 538 was added during the war instead of building the third type 'C' aircraft shed.

NGR (508): SJ 79009 05208

NGR (538): SJ 79004 05305

³ Engineering 06-05-38



Plate 26: Bellman aeroplane shed (538). Photo: 22-11-11



Plate 27: Bellman aeroplane shed (538). Photo: 22-11-11

Latrine Blocks 175/35 (511 & 524)

These are small detached buildings, positioned on the technical side of a hangar and adjacent to the main access road. Buildings 511, 524, 530 and 531 were all latrine blocks but only two are extant today.

They were designed by the Air Ministry architect A Bulloch in February 1935.

Construction is of 9 in brick external walls (stretcher bond) with a vertical cement join between corresponding brick skins. Where fitted windows are narrow three and single pane steel casements. The roof is a reinforced concrete slab at 7 ft 6 in height with a 4 ft tall parapet wall around its perimeter which conceals a 100 gallon water tank. The roof is clad with asphalt, which has a slight fall to rainwater outlets. Internal walls are 4.5 in brick, and one of these divides the building into two unequal halves, the smaller one for officers.

Dimensions: (footprint) 9 ft 10 in x 19 ft 6 in.

NGR (511): SJ 78646 05021

NGR (524): SJ 78770 05079

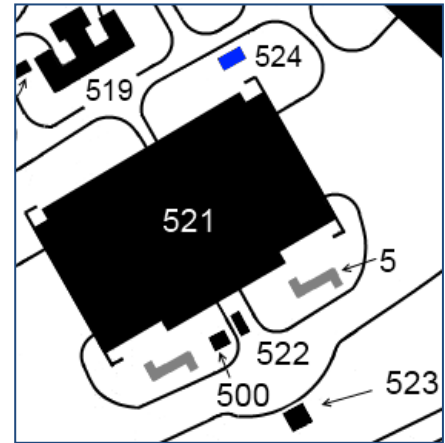
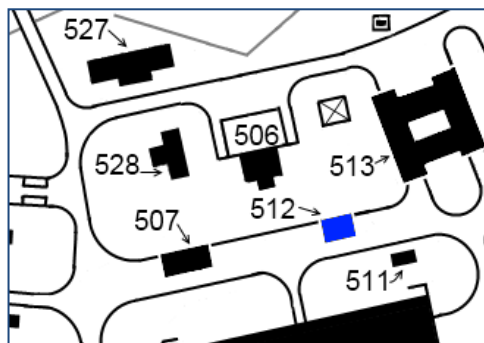


Plate 28: Latrine block (511). Photo: 22-11-11

Petrol Tanker Shed 3632/37 (512)

Located on the technical side of hangar 510 is a petrol tanker shed which is positioned adjacent to Horsa Way. It was originally one of two buildings, the other being building 537 but this is now demolished.

The idea of providing fixed refuelling points was abandoned in 1934/5 and replaced with the RAF's mobile tanker system of refuelling aircraft which became the standard practice on all RAF stations. The RAF's own tankers filled up with aviation fuel from the fuel installation and drove out to the aircraft that were dispersed out on the airfield. In support of this arrangement a series of buildings were designed having two, three or four garage bays to house the station's tanker fleet of vehicles. These buildings were constructed close to the hangars, usually one operational bomber squadron having a pair of two-bay sheds.



At Cosford, one double bay shed was built and the other was a three bay building

Construction – external walls are 11 in cavity brick with a reinforced concrete slab roof having a brick parapet wall above the roof around its perimeter. A 9 in brick fire-wall separates each bay. Patent steel rolling shutters were originally provided in each bay at either opening.

Dimensions: each bay is 30ft long with one bay having a width of 12ft 7in while all others are 12ft.

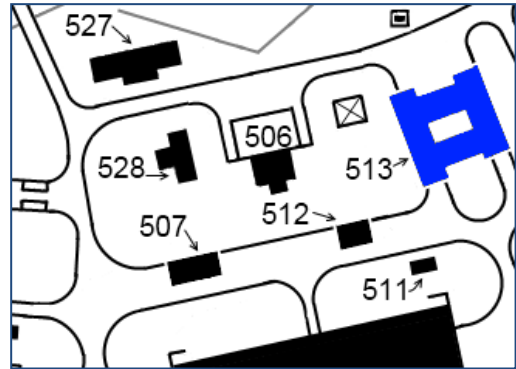
NGR (512): SJ 78620 05033



Plate 29: Petrol tanker shed (512). Photo: 22-11-11

Main Workshops 2048/34 (513)

The main workshops occupies a site close to the hangar line in clear space overlooking the aerodrome between hangars 510 and 521. Its rear elevation faces Whitley Road and the front faces Horsa Way. Unlike the main stores (525), its size and planning is similar to the operational RAF station version. It is designed to centralise the total workshop requirement for 9 MU within a single building and is a Scheme 'A' version, designed by the Air Ministry architect A Bulloch.



Planned on internal dispersal it consists of two main parallel two-storey height wings, one is an airframe repair shop (east wing) and the other is for engine repair and storage (west wing). The engine repair shop is slightly larger in length. The wings are separated by two parallel single-storey annexes which are in turn separated from each other by a full width light well.

The arrangement of two-storey height wings joined by single-storey offices and workshops allows for a row of clerestory windows along the side elevations to flood the wings with natural light. Similar but larger (15-pane) windows were also fitted along the outer walls. The windows are set with reconstructed stone sills and lintels.

One annexe functioned as offices and a store room at the front and behind this is a corridor and a machine shop as well as a fabric worker's shop. The other annexe is an open plan blacksmith's shop and acetylene welders' shop.

External walls of the two wings and annexes are 15 inch cavity brick with RC beams at ten feet centres. Internal walls are either 4.5 or 9 inch brick. The roof is pitched with hipped-shaped rafters clad with tiles, the roof perimeter is a brick parapet wall.

NGR (513): SJ78659 05069



Plate 30: Main workshops (513). Photo: 22-11-11

Office Block 2878/37 (517)

The office block is the first building aligned on the main central setting out line axis, it faces south, onto Whitley Road. It is single-storey, symmetrical in planning with a nominal 'T' shaped plan form and has been extended in a westerly direction. The architect is JW Binge and was designed in 1937.

It consists of a single-storey office block of standard ASU form with a central main entrance with porch and waiting hall and then a 'T' shaped corridor giving access to all rooms except for calorifier room which is accessed from the outside.

The rooms are (west side of waiting hall): CO's office, civilian store officer's office, pilot's room with its own lobby and lavatories. East side of waiting hall: civilian armament and airframe officer's office, clerks' office No.1 and clerks' office No.2 (northern section). After clerks' office No.1, the west end is an extension. Straight in front of the waiting hall, the north corridor gives access to: clerk's lavatories, officers' lavatories, telephone exchange, shop foreman's office, side entrance, principal stores foreman and engineering officer's office.

The central entrance is designed to impress with a pair of four panel wooden doors with wood and glazed panel lining on two sides and wrought iron fretwork grill fixed light above. The whole entrance is set within a reconstructed stone door case (curved on plan) with projecting canopy and access is by York stone steps. Windows were originally multi-pane (typically 4 or 8-pane types) set in continuous reconstructed stone sills and lintels but these have been replaced with 3-pane (two sizes) types which were installed when the building was extended.

External walls are 11 in cavity brick, internal walls are 9 in and 4.5 in brick. The roof is a timber truss with rafters and a Queen post arrangement every third rafter, the gable ends have hipped shaped rafters. The roof is boarded and clad with clay tiles. There may have originally been a brick cavity parapet wall finished with reconstructed stone coping around the perimeter of the roof but this is not present today. It is believed the roof line was altered when the building was extended.

The external face of the extension has been cement rendered and painted white which is out of keeping with the original building. It also has a flat roof, its date of construction is unknown.

Dimensions: unknown

NGR (517): SJ 78689 05139

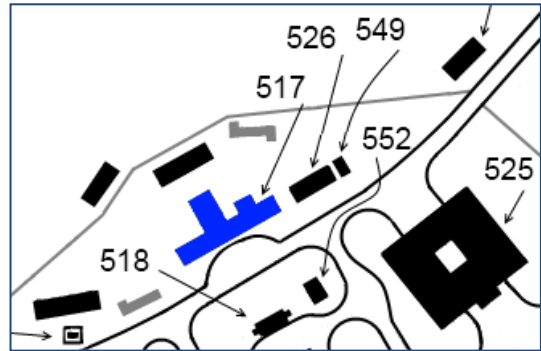


Plate 31: Office block (517). Photo: 22-11-11



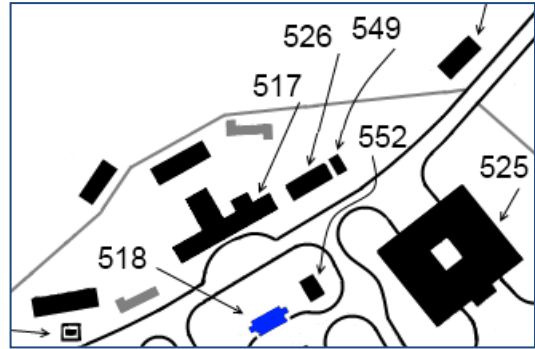
Plate 32: Front entrance detail (517). Photo: 22-11-11



Plate 33: Office block front entrance RAF Wings (517). Photo: 22-11-11

Lubricant and Flammable Store 1967/34 (518)

Located centrally between buildings 517 and 519 and facing south, onto Hudson Road, is the lubricant and flammable store. It was designed by the architect A Bulloch in 1934 and is a three squadron version consisting of two main compartments with an annexe on one end wall with one cubicle and another annexe on the opposite end having two cubicles. Access to all cubicles is via either single or double ¼ plate steel doors.



External walls are 11 brick cavity with internal brick piers, internal walls are 9 in solid brick. Each bay has one or two 3 or 6-pane steel casements. The roof is a reinforced concrete slab supported by the exterior, interior walls and RC beams, it is covered with a layer of asphalt, which falls slightly to rainwater outlets. The perimeter of the roof slab has a 9 in brick parapet wall.

Dimensions:

cubicle 1 (annexe) 7 ft 1 in x 8 ft 8 in,

cubicle 2: 22 ft 4 in x 24 ft,

cubicle 3: 15 ft 7 in x 16 ft 2 in,

cubicle 4 (annexe): 8 ft 5 in x 7 ft 1 in

cubicle 5 (annexe) 4 ft 8 in x 7 ft 1 in

NGR (518): SJ 78705 05112

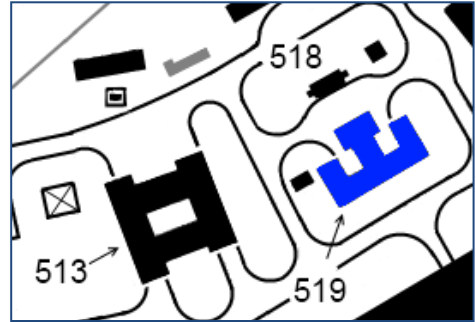


Plate 34: Lubricant & inflammable store (518). Photo: 22-11-11

Canteen Block 8632/37 (519)

The canteen block occupies a central position and faces south onto Horsa Way, its rear and kitchen yards are adjacent to Hudson Road. It is an 'all ranks' canteen for civilian and RAF personnel.

This single storey building has a nominal 'E' shaped plan form, the front elevation is symmetrical with a central main entrance that has an architectural style that is similar to but on a much reduced scale as the office block, it has a pair of glazed four panel wooden doors with glazed lights on two sides positioned on the opposite side to the door case. There is a wrought iron fretwork grill fixed light above the doors. The whole entrance is set within a reconstructed stone door case (curved on plan) with projecting canopy and access is by York stone steps. Windows were originally multi-pane (typically 8 pane types) set in continuous reconstructed stone sills and lintels but these have been replaced with 3 pane (one size) types which are presumed to have been installed when the building was refurbished.



External walls are 11 in cavity brick, internal walls are 9 in and 4.5 in brick. The roof is a timber truss with rafters and a Queen post arrangement every third rafter, the gable ends have hipped shaped rafters. The roof is boarded and clad with clay tiles. There is a brick cavity parapet wall finished with reconstructed stone coping around the perimeter of the roof which prevents the rafters from slipping.

The building was originally arranged as three canteen rooms served by a central kitchen, with a central entrance serving and inner hall giving access to two of them, the third canteen is located at the rear and had its own entrance from Hudson Road – it is presumed that this one was for officers.

Dimensions: unknown

NGR (519): 78720 05081



Plate 35: Canteen block (519). Photo: 22-11-11



Plate 36: Front entrance to canteen (519). Photo: 22-11-11

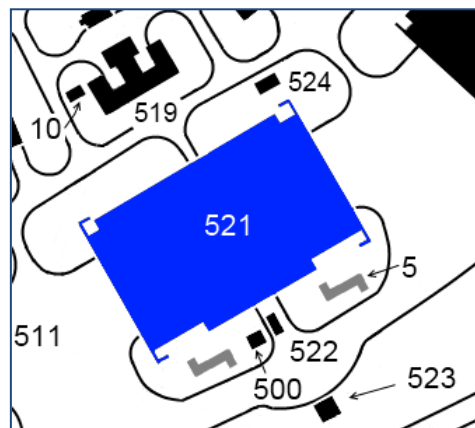


Plate 37: Canteen block (519). Photo: 22-11-11

Type 'C' Aircraft Shed – first version (521)

Building 521 occupies a central position, with the watch office with tower on the aerodrome side and Horsa road separating it from the canteen (519) on the technical side.

The Air Ministry architect A Bulloch, designed the type 'C' aircraft shed during Scheme 'A' of 1934, the standard hangar for operational stations being 150 ft wide x 300 ft long with a clear height of 35 ft. It is end-opening with two sets of three steel-framed and clad doors at either end, which open out along projecting gantries. A typical pre-war heavy or medium bomber station had two sheds per squadron. Squadron and flight workshops and offices are located along the side elevations; one shed of a pair has a central two-storey annexe containing the squadron offices.



Apart from the first six sheds of this type, the rafters are hipped shaped and the whole roof structure is clad with timber boarding and corrugated asbestos sheeting. Wall cladding on the first series of sheds is brick, while those built under Schemes 'C' and 'F' the cladding is concrete. Side walls have large (14 ft 6 in deep) glazing panels in each bay (except the end bays which have wind bracing). The brick or concrete walling is carried above the glazing to partially give support and hide the gable ends of the roof girders. The end bay walling completely hides the roof structure and the vertical face of the end elevation above the main doors is clad with asbestos tiling.

The building at Cosford is a second generation design, constructed with the same steel framework as the 1934 design but instead of brick cladding, its stanchions are cased in reinforced concrete. The cased steel columns are at 25 ft centres which are in the form of pairs of 'U' shaped RSJs which are connected together by 2.5 in lacing bars, the whole structure is then 'wrapped' in steel wire and encased in concrete. The columns support the main lattice roof girders while the portal roof trusses (which run longitudinally), and these are at 15 ft centres. It is thought that Dorman and Long supplied the steelwork.

From the outside, ASU sheds differ from those built on the operational stations, in that the annexes are not there to support a squadron and therefore are single storey having one main function. Another difference is that an operational station's shed has runways and blocks running laterally, while an ASU shed has a longitudinal runway system as the hangar was designed for final assembly of aircraft.

The Aircraft Repair Depots at Sealand and St Athan had two and four 'C' types respectively; the ASUs at Aldergrove and Sillloth both had three. In addition there were another ten sites which had one 'C' shed of this type allocated to the ASU:

Aston Down	Kemble	Sillloth	Cosford	Kirkbride
Tern Hill	Brize Norton	Little Rissington	Hullavington	Shawbury

Note: that the above figure does not include hangars used by another unit such as an FTS which shared the same airfield as an ASU.

At Cosford the hangar is an erecting shed and its central position backs this up, being close to both the main workshops and the main stores. The technical side elevation features a full length annexe which was originally arranged (right to left inside the shed) as follows:

Battery charging room, aircraft equipment store, gun cleaning room, erecting equipment bay (open to the shed), valve chamber, covered way, erecting equipment bay (open to hangar), oil and dope store, foreman's office, store man's clerk's offices, tool store and toilets.

The aerodrome elevation annexe was divided into an erecting equipment bay, covered way and erecting equipment bay.

Dimensions: clear height 35 ft, clear length 300 ft, clear span 150 ft.

NGR (521): SJ 78750 05022



Plate 38: Type 'C' aircraft shed (hangar 2) (521). Photo: 22-11-11



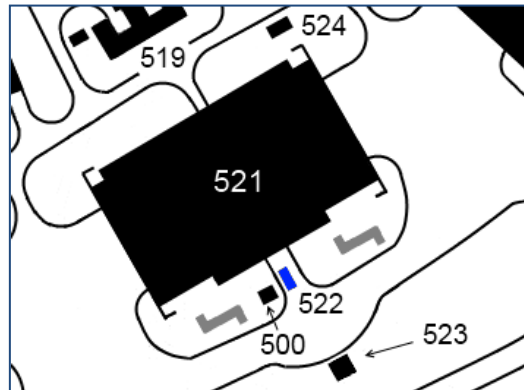
Plate 39: Interior view of hangar 2 (521). Photo: 22-11-11

Fire Tender Shelter and NFE Store 8913/37 (522)

Building 522 is located directly behind the watch office with tower and is air side of hangar 521, it is therefore on the same alignment as buildings 517, 518 and 519.

It was designed by the Air Ministry architect JW Binge and is a larger version than the original designed by A Bulloch. The building is in two main parts, consisting of the night flying equipment store (NFE), housing the flare path trolley, located at the rear and accessed from a side wall but the original opening has been bricked up and a single door inserted.

The other is the fire tender shelter or garage, located on the airfield side and accessed from the front elevation via double doors (8ft×8ft 6in).



External walls are 9 in (stretcher bond) with a vertical cement joint between brick skins. Windows are 6-pane steel casements (6 ft × 4 ft). The roof is a reinforced concrete slab with shallow (2 ft 3 in high) parapet wall around its perimeter, the roof originally being clad with asphalt where there is a slight fall to rainwater outlets. This is now completely hidden by over cladding with profiled metal sheeting. There is a 9in fire break wall between the garage and NFE store.

Dimensions: 14ft 6in×42ft 3in (footprint), fire tender shelter 13ft×27ft, 10ft 6in clear height.

NFE store – 13ft×13ft 3in (internal)

NGR (522): SJ 78769 04989

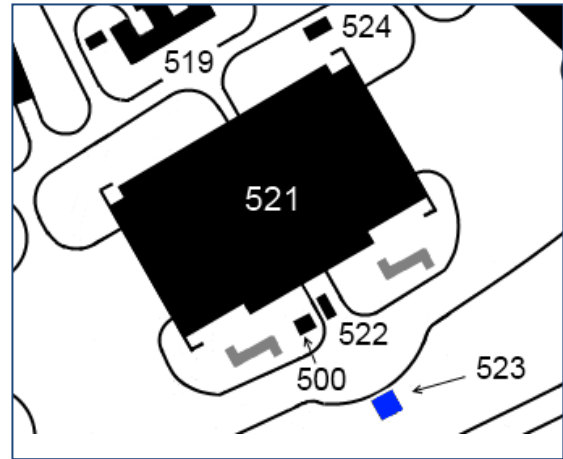


Plate 40: Fire tender shelter and NFE store (522). Photo: 22-11-11

Watch Office with Tower 1959-60/34 (523)

The watch office with tower occupies a central position in front of Hangar 521 and is on the same alignment as buildings 519, 518 and 517.

A major change in military air traffic control took place under Scheme 'A' of the RAF expansion programme of 1934 with the invention of the two-storey watch office, known as the 'watch office with tower' (1959/34). This became the standard type design for aerodromes, both at home such as Bicester, Bircham Newton and Cosford, and abroad such as at Seletar, Singapore. This design resembles a child's toy fort, consisting of a large almost square-shaped ground floor with a smaller square-shaped (in plan-form) central observation tower covering an additional one-and-a-half stories.



The front part of the ground floor served as the watch office for the duty pilot and this room has large casement windows spanning the whole width of the building. A spiral staircase gives access, firstly to a store room (with low ceiling), and further up to the observation room (20 examples were built).

Alternatively, it could be constructed without a tower to 2062/34, but only Hornchurch and Turnhouse were built in this way.

Many Scheme 'C' RAF stations like Drifffield, Hemswell and Watton had buildings formed in concrete instead of brick and this change in building materials also affected the watch office with tower. A new drawing (207/36) was prepared, based on the brick version, but modified slightly to suite monolithic concrete construction (20 examples built).

With the development of military air traffic control and the construction of hard surface runways with electric lighting installed, it became apparent at most expansion period stations that there were problems with the existing building. The building was either in the wrong position, or too small to be fitted out with lighting control panel and other equipment. Therefore at these stations two options were available, either to build a new structure to the latest type design in a position where the ends of runways could easily be seen, or to modify the existing building to create a new and larger control room. Where the latter was chosen, the tower was completely removed and a new brick control room built above the ground floor watch office to drawing number 4698/43. The control room took up the rear two-thirds of the available floor area with the front section becoming a viewing gallery using the existing parapet wall and steel railings. Access was either from the spiral staircase which had been removed and repositioned against a side-wall outside the building, or from an external purpose-built brick staircase. Buildings surviving today in this form are extant at Cranfield, Leconfield and West Raynham. Alternatively, at Bassingbourn, the tower was retained and a new control room was built above the existing parapet wall – but this was a one-off modification.

This modification was not carried out at Cosford and the building retains its as-built 'fort' shape. It is the only building of this type in the UK that is still used for air traffic control purposes. It has however lost its original front windows and has in recent times gained modern external equipment and fittings associated with its function as a control tower. The signal square and aerodrome code letters are also extant.

NGR (523): SJ 78785 04985



Plate 41: Watch office with tower (523). Photo: 22-11-11



Plate 42: Watch office with tower (523). Photo: 22-11-11



Fig 8: Watch Office CGI – as built, view 1
All Computer Generated Images: Steven Legg



Fig 9: Watch Office CGI – current, view 1



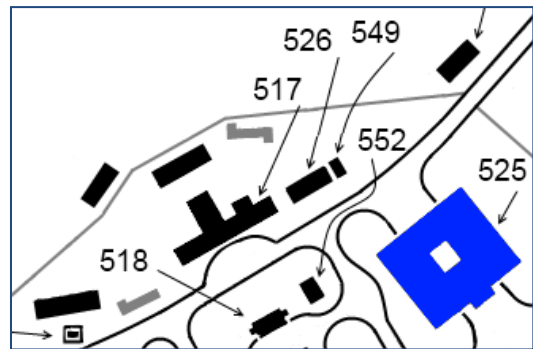
Fig 10: Watch Office CGI – as built, view 2



Fig 11: Watch Office CGI – current, view 2

Main Stores 2057/34 (525)

The main store is a single-storey centralised storage facility designed by A Bulloch, to accommodate both technical and non-technical equipment within a single building. It occupies a position close to the hangar line and planned on a central basis between hangars 521 and 529. The rear faces Whitley Road and the front elevation faces Horsa Way. The structure has a nominally square-shaped plan-form and would normally be easily recognisable by its central two-storey height fabric store, but at Cosford, this part appears to be a single storey version. Generally the exterior walls are



also lower than the standard operational RAF station version. The building is a Scheme 'A' dedicated ASU version with pitched roof over the wings and a flat concrete slab over the shallow fabric store. The wings have hipped-shaped rafters with parapet brick walls and while the fabric store has a flat roof, its perimeter has a similar parapet wall. Similar in floor area and planning to the operational station version, it is arranged with a pair of parallel longitudinal corridors that divide the building into three main components:

Central area

East wing

West wing

The central area is therefore single-storey and contains the fabric store which appears never to have had the full height steel doors fitted to the operational version, but it does project slightly away from the main building. At the rear of the central part is the packing, un-packing, receiving area and packing case store with three, eight feet wide openings that open out onto a raised platform for unloading supplies from lorries. For this reason this area is three feet above the normal floor level (the concrete floor is supported on sleeper walls) and ramps are provided for access from the two parallel corridors.

There is a single light well and on one side is a magneto and instrument store while on the other are two offices. Between the light well and the fabric store is a lateral corridor which connects with the two longitudinal corridors. The sides of the fabric store has a rubber store and issue area on one side and a bedding store and a barrack warden's office on the other. The fabric store held airframe components and on operational stations would have had had main doors of timber folding doors on the inside and a sliding blast proof steel door on the outside, the steel doors opened out along a projecting gantry and rails set into the concrete floor outside the building, but these do not appear to have been fitted to the Cosford building.

The west wing was arranged mainly open-plan and functioned as the general store for aero-engine and motor transport spares and the east wing was subdivided into a produce area, barrack and furniture store, clothing store and a fitting space at the front.

External walls are 15 inch cavity brick with RC beams at ten feet centres. Internal walls are mainly 4.5 in except for the fabric store which is 9 inch brick. The receipts and unpacking, and packing case store is lined with steel-framed wire screens. Windows were originally four, eight and 12-pane steel casements.

NGR (525): SJ 78760 05130



Plate 43: Main stores (525) – the view looking between hangars 1 and 2. Photo: 22-11-11



Plate 44: Main stores (525). Photo: 22-11-11

Canteen Annexe (526)

Building 526, is a canteen annexe built adjacent to the station headquarters (517), on Whitley Road. It is a WWII building, constructed of unrendered temporary brick with external piers at 10 ft centres, arranged as five bays. The roof is steel trusses spaced at 10ft centres, boarded and covered in felt.

Dimensions: 18ft 6in span x 50ft long

NGR (526): SJ 78722 05154

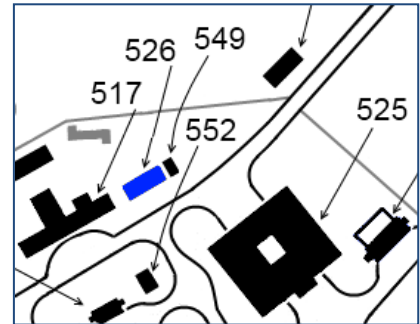
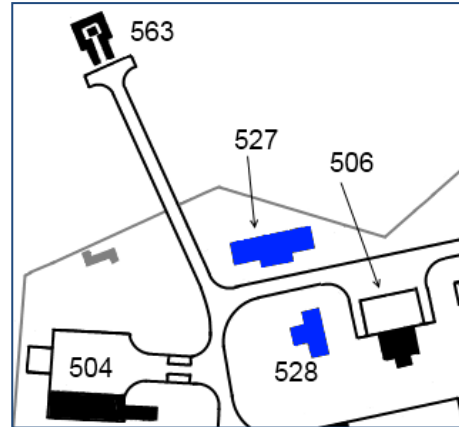


Plate 45: Plate 53: Canteen annexe (526). Photo: 22-11-11

Decontamination Centre (527 and 528)

The use of gas in war was outlawed by the Geneva Gas Protocol of 1925 (both Britain and Germany were signatories), but not its production and development. As a result the British Government, with its previous experience of the ease at which signed agreements were broken during hostilities, decided to develop gas weapons and design methods of protection against their use. This included the construction of specialised buildings, so that in the event of such an attack, personnel who became gas casualties could receive first-aid treatment and get decontaminated. The decontamination building is therefore, designed to deal with all types of gases developed during WWI: lachrymatory, respiratory and blister agents (vesicants).



It was possible to protect oneself from many of the gases by wearing a respirator. Some gases had distinctive odours which gave sufficient warning of the presence to allow personnel to take cover inside a building or shelter. However, mustard has only a faint smell of garlic and its symptoms are not always apparent until sometime after the attack, especially the worst effects of the agent. In liquid or vapour form, mustard gas can be absorbed by the skin without being detected. By the time irritation is noticed, the agent has penetrated the surface of the skin and started to cause serious damage. Therefore, special warning posts with metal plates coated with detection paint that changed colour when exposed to mustard gas, were placed at intervals along pathways connecting with buildings.

The idea was to get out of all contaminated clothing, dispose of it, wash thoroughly and change into fresh clothing as soon as possible. If all this could be achieved within 20 minutes of the initial contamination, serious injury could be avoided.

As one of the symptoms of exposure to mustard is blindness, guard rails or projecting covered entrances, guided injured personnel through a foot-bath of bleach solution, on their way to the undressing area. Patients on entering the reception and undressing area, removed their cloths which then were placed through special openings on an outside wall where they were collected inside bins for later decleansing by boiling. An air-lock was then used to get access to the bleaching room where decontamination could take place. Showers were often arranged in two groups with a space between so that a person could wet themselves under one, move into the space to use soap and then move under the next shower cubicle to wash off the soap. It would have been routine procedure to wash out the eyes in warm water. After a thorough wash, treatment of the affected areas could begin. The antidote to mustard gas is bleach and a specially prepared paste would be rubbed into the damaged area and then wiped off within two minutes. Next came the dressing and waiting area, leading to an exit via another-air lock.

Decontamination Centre Type 'A' Protected Design

On expansion period operational stations, the decontamination centre and annexe to the sick quarters were both designed as protected buildings. They are single-storey, with 18 in thick walls, protected by brick, concrete and earthwork traverses. The roof, supported by large section concrete beams, is in two sections, a lower thick-section sub-roof and a thin-section upper roof. Separating the two is a composite wall of concrete and brick. In the centre of the roof space is a water tank house which also has a similar roof arrangement and can be seen prominent above a brick parapet wall. The cavity between the upper and lower roof and tank house sections is filled with a layer of sand and then a layer of shingle.

The plant equipment supplied clean, filtered air and in a gas contaminated environment, raised the internal air pressure to seal the building to prevent gas entering. This enabled the building to be used during a gas attack. All doors had rubber seals which formed a perfect seal when shut. The undressing room has pressure stabilisers on an outside-wall to release the pressure as necessary.

Decontamination Centre Type 'A' and 'E' Unprotected Design (527)

Building 527 is located at the corner of Spitfire Avenue and Whitley Road – it is the larger of the two decontamination centres at 9 MU.

On Aircraft Storage Units, the main decontamination centre was similar to the type 'A' on the operational stations except that it was unprotected. Another chief difference is that in practice, although they were

designated in the first instance as type 'A', they were actually re-designed as type 'E' to include a first-aid room annexe plus a long air-lock to take stretcher cases. The reason for this is that ASUs did not have a sick quarters and the conversion gave the unit a combined decontamination centre and first-aid room.

The basic one-way entry /exit route and internal layout is the same. One enters the undressing room, via an external foot bath; inside here is a store and lavatory. Dirty clothes are removed from the room, by pushing them through shutters located on both side walls. These fall into bins and would be taken away for boiling. One then went through one of two air-locks (a short one for unwounded and a longer one for stretcher cases), into the bleaching room where there are five showers. Once having completed a shower, wounded personnel would make their way to the first aid room annexe for conventional wound treatment. Unwounded personnel would walk past a clean clothes store, the first aid room and lavatories, into the dressing room. Personnel having been treated in the first aid room, also made their way to the undressing room. From the undressing room, there is another long air lock to exit the building. The plant facilities are located at the rear.

Decontamination Centre Type 'C' and 'F' (528)

Building 528 is located between Whitley Way and Horsa Way and is adjacent to building 506. The building is a smaller version of types 'A' and 'E'; it was originally designed as a type 'C' and planned only for ASUs, but it was re-designed to include a first-aid room annexe plus a long air-lock to take stretcher cases. A similar one-way system was in use whereby personnel entered the building through an external foot bath, into an undressing area. There was only one air-lock to get to the bleaching room which had two showers. From here, wounded personnel took the door to the first-aid room, while unwounded went to the dressing room, having received clean clothes en-route. Wounded personnel simply left the building via an air-lock (instead of entering the dressing room) and unwounded personnel entered the same air-lock to exit the building. Plant facilities are located at the rear.

Construction

Both buildings are brick-built, with external walls being 18 in cavity with internal walls of 4.5 in brick. The roof of building 528 is a series of timber hipped-shaped rafters, clad with boarding and tiles, while building 527 has timber trusses and 45 degree hipped-shaped rafters and is clad in the same way as 528. Building 527 had one 800 gallon and one 1,200 gallon water tank, located directly above the bleaching room, the water tank arrangement of building 528 is unknown, but is presumed to be a single 800 gallon tank.

NGR (527): 78546 05100

NGR (528): 78562 05060



Plate 46: Decontamination centre (527) rear view showing dirty clothes outlets. Photo: 22-11-11



Plate 47: Decontamination centre type 'A' / 'E' (527) with first aid annexe. Photo: 22-11-11



Plate 48: Detail view of main entrance
 Showing footbath, railings to guide gas victims, original gas-tight door and dirty clothing outlet points.
 Photo: 22-11-11



Plate 49: Decontamination centre type 'C' / 'F' (528) with first aid annexe. Photo: 22-11-11



Plate 50: Decontamination centre (528) entrance elevation. Photo: 22-11-11

Type 'C' Aircraft Shed Protected Design (529)

Located at the entrance to the 9 MU site, is an austerity third generation aircraft shed; it was going to be one of two similar hangars at Cosford but only building 529 was actually built. It was almost certainly used by No.2 S of TT and not part of 9 MU.

As an austerity type 'C' hangar it belongs to Scheme 'L' of 1938 and while its general floor area is the same as the earlier version (nominally 150 ft x 300 ft), its clear height is only 30 ft. From the outside the hangar's appearance is quite different from the original design; it does not feature the brick or concrete parapet walls above the end bays housing wind bracing for the doors, the glazing in each bay is also smaller in height (10 ft which accounts for the difference in wall height between the two sheds). The roof structure is also more economical than the first version as the end bays do not have the vertical member (which is clad with asbestos tiling) and central valley gutter. Instead, the truss continues down to the door guides which completely alter the appearance of this shed. The building is referred to as 'protected type' whereby the steel lattice stanchions are partially encased in reinforced concrete (at 25 ft centres) and the walls are also of reinforced concrete being 14 inches thick up to glazing height (20 ft 6 in). It is thought that Dorman Long supplied the steelwork.



Protected type 'C' aircraft sheds were built on the ASUs at:

Burtonwood (3) Cosford (1) Kinloss (1) Wroughton (3).

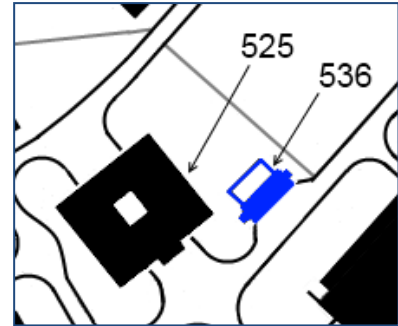
NGR: (529): SJ 58870 05115



Plate 51: Type 'C' aircraft shed (Hangar 1) (29). Photo: 22-11-11

Warden's Office 2880/37 (536)

The warden's office is located at the main entrance to the 9 MU site and faces Horsa Way. It has two main parts consisting of the office block plus a walled section located at the rear which contains a number of cycle and motor cycle shelters.



Warden's Office Block

The main entrance is symmetrical and is located behind a full-width veranda which accessed by a full length step arrangement. The entrance gives access to a small corridor that connects with an office (straight in front), the warden's office (on the left) and a waiting room, with lavatories plus a fuel store (all located on the right).

Construction is of external 11 in cavity brick walls, internal walls are 4.5 in brick. Windows are 3, 6 and 8-pane steel casements. The roof is a series of 40 degree pitch timber rafters, boarded and clad with tiles, the ends are hipped-shaped.

The veranda as originally built was open on one side and had a row of four reconstructed Yorkstone pillars which together with brick returns at either end, support the roof, the pillars are at a nominal 8 ft 5 in and 9 ft centres. In more recent times the veranda has been bricked in, creating addition space inside.

Dimensions: Warden's Room 18 ft in x 13 ft 3 in, Office: 12 ft x 8 ft 10 in.

Waiting Room 19 ft 3 in x 13 ft 3 in. Lavatory and fuel store 7 ft 4 in x 13 ft 3 in

Cycle Shelter

The cycle shelter is an open compound and is located at the rear of the main building, it is longer than the office block by an equal amount on each side. These extensions form the entrances for cycles and motor cycles where there is a double width wooden door arrangement for access. The compound is built of 9 in brick with internal piers, which rise to 9 ft 9 in. The wall hides wooden cycle shelters which are fixed to concrete rafts. The remaining floor is a gravel path. A double shelter with pitched roof located in the centre of the compound is for motor cycles and half shelters for cycles with single pitch roofs are located against the inner face of three brick walls.

Dimensions: (internal) 72 ft x 3 ft 6 in

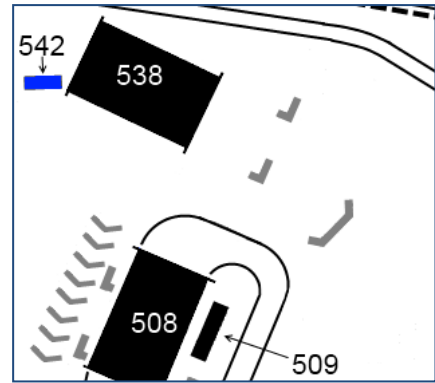
NGR (536): 58803 05137



Plate 52: Warden's Office (536). Photo: 22-11-11

Sectional Hutting- Store 7100/38 (542)

In 1935, a new non-permanent form of construction was designed consisting of timber-framed unit sectional construction for buildings of 10, 18, 20 and 28 ft spans which could be built to any reasonable length. They had peg foundations – the walls were timber-framed panels covered externally with rebated weather boarding, lined internally with plasterboard and were fitted with multi-pane steel casements of standard types. The huts had timber trusses which were boarded and felted (type 'B') or clad with corrugated asbestos sheeting (type 'A'). Floors were also timber framed, consisting of boarded units, or alternatively could be concrete slabs. This form of construction had a design life of 5 and 15 years, although in principle construction of both the 5 and 15 year life hutting was the same, but the latter generally had Canadian weather boarding and corrugated asbestos roof sheeting.



Under Scheme 'F' a commencement was made with the planning of timber hutted domestic, instructional, and technical buildings for new establishments of between 1,000 and 4,000 personnel and type 'B' huts in various spans were erected at Cosford.

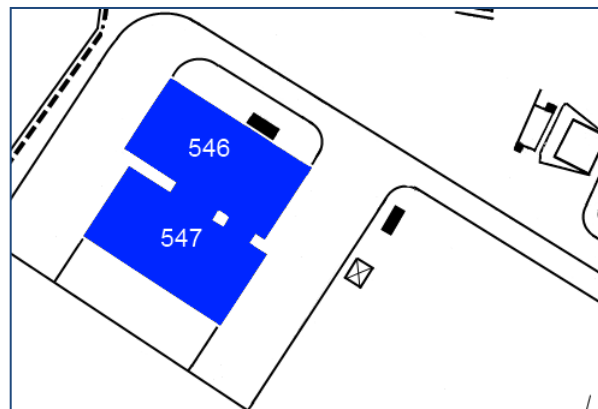
NGR (542): SJ 78965 05317



Plate 53: Sectional hut (store) (542). Photo: 22-11-11

Type 'B1' Hangar 1176/42 (546 and 547)

In 1942, The Ministry of Aircraft Production (MAP) funded the design and construction of a series of standard prefabricated buildings for airfields and factories controlled by the MAP. The larger types (A1, A2, B1 and B2) were designed by T Bedford Consulting Engineers to meet the requirement for the undercover repair of damaged heavy bombers on their own airfields (rather than transport them by road to a repair centre). Single B1 hangars were eventually erected at nearly all of the operational bomber bases and were manned by civilian repair parties under the control of the MAP. MAP type hangars typically included the following:



Maintenance of aircraft on operational bases	B1 hangar
Aircraft Storage Units	A1, B1 and Robins type
Satellite Landing Grounds	Robins hangars
Aircraft factories	Robins, A1, B1 & R type hangars

Type B2 hangars were similar in design but are smaller versions, these were not built on bomber stations but may have been erected on aircraft factory sites, two were erected at Wroughton for the erection of gliders. A pair was also erected at Cosford for glider erection, though these consist of type B1 hangars arranged slightly staggered which are link-detached by a temporary brick annexe.

Both types consist of a series of RSJ type stanchions spaced at 15 ft 2 in centres which support standard trusses and a special truss arrangement over the main doors. A single 5-ton runway could be installed. Cladding was originally black painted corrugated iron. Total cost including foundations and erection was £8,770. Steel-framed doors at both ends in six leaves open full width along simple projecting door guides supported by outriggers. Annexes could be built along the side-walls of both types, these are of a simple steel-framed arrangement with rafters fixed to the top of the roof trusses. Annexes were generally not fitted to hangars at bomber stations, but were a common feature at aircraft factories.

Types A1 and A2 were structurally similar to types B1 and B2 but were even smaller, based around similar RSJ stanchions and truss arrangement, spaced at 14 ft 7 in centres with a single 2 ton runway. The nominal dimensions of all four versions are as follows:

	Clear Height	Length	Span	Unit Bays
A1	18ft	175ft	95ft	14ft 7in
A2	16ft			
B1	27ft	227ft 6in	120ft	15ft 2in
B2	20ft	227ft		

It is not known exactly when the pair of B1 hangars was erected at Cosford – the steelwork was supplied by the Lancashire Steel Co Ltd with some components such as pressed steel gutter being supplied by British Steel. They were constructed on a green field site with large concrete aprons serving both sets of main doors at both ends of the hangars. Both aprons are connected to the airfield by a purpose-built road (Lysander Avenue, although this has now been diverted from its original route).

NGR (546): SJ 48635 05290

NGR (547): SJ 48620 05258



Plate 54: B1 Hangar (547). Photo: 22-11-11



Plate 55: B1 Hangar (548). Photo: 22-11-11

Ration Store (552)

The ration store is located adjacent to Battle Road; it is a small temporary brick hut dating from WWII that has been over clad in brick and which has given it a modern appearance. There are a pair of timber doors in both gable ends and these may have originally given access to four separate stores (meat, bread, grocery and fresh produce). Windows are modern UPVC types. The single steel-framed truss and brick gables have a modern profiled metal roof.

Dimensions: (footprint) 18 ft 6 in x 20 ft

NGR (552): SJ 78721 05123

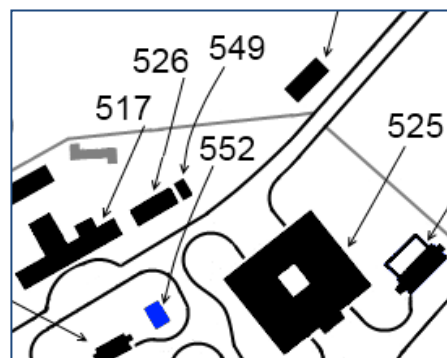
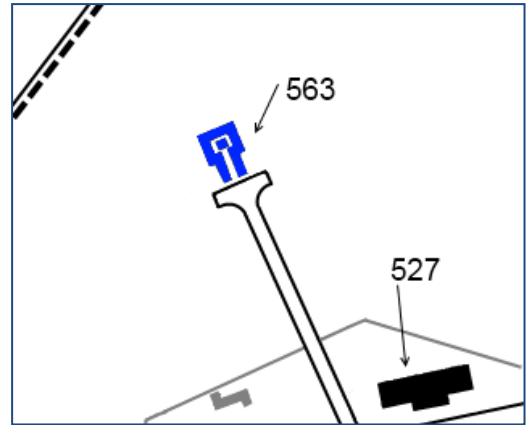


Plate 56: Ration Store (552). Photo: 22-11-11

2 Pounder AA Ammunition Storehouse for 5,000 Rounds 9895/39 (563)

Located on a remote site at the end of Spitfire Avenue is a small ammunition store house. Designed by the architect EH Payne, this structure is partially below ground and consists of a single, square-shaped in plan storehouse with a heating chamber annexe located at the entrance elevation. Access to either compartment is through a steel door with louvred vent and via a 1:12.5 concrete ramp which has a retaining wall on two sides. The above ground section is hidden by a covering of earth and turf.

Walls are 12 in thick reinforced concrete and the flat roof is a 6 in reinforced concrete slab, there is a parapet wall above the roof over the front elevation which prevent earth movement.



Dimensions: Storehouse (internal) 13 ft 9 in × 13 ft, heating chamber 5 ft × 5 ft.

Width of ramp 3 ft 9 in.

NGR (563): SJ 78460 05170



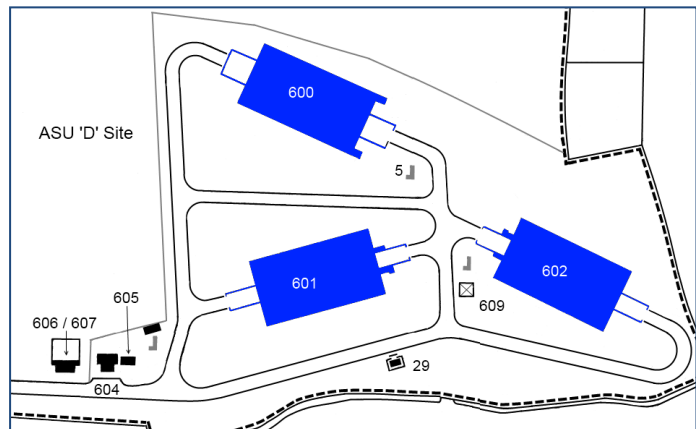
Plate 57: 2 Pounder Ammunition Storehouse (563). Photo: 22-11-11

Type 'E' Aircraft Sheds (583, 584, 587, 588, 591, 600, 601, 602)

Located in three clusters, dispersed around the airfield are eight type 'E' aircraft storage sheds, they are accessed from the main perimeter track as well as a purpose-built Air Ministry Road that connects with the sewage Works.

Design and Construction

The plans for RAF expansion included an Air Ministry requirement for mass storage of aircraft in special hangars as a reserve stock until required. As part of this plan the Air Ministry ordered an initial 22 steel-framed Lamellas in 1936, for a contract



value of £513,000 (Order No.7014/36); these were intended for the planned ASUs to be constructed in areas likely not to be vulnerable to air attack. They were erected at the following ASUs:

Aldergrove (6)	Brize Norton (6)	Kemble (4)
Shawbury (6)	Ternhill (6)	total: 28

A total of 46 type 'E' sheds were built at eight ASUs and construction was followed by the type 'L' of 1939. The Lamella and type 'L' sheds are steel-framed clad with concrete, whereas the type 'E' is monolithic concrete. The most common hangar of this type is the 'L' where 107 examples were built at 19 sites.

Kemble is the only ASU to feature all three types (constructed at different times), while Aston Down, Hullavington, Kirkbride, Shawbury and Sillioth all had two different types. All other ASUs such as Cosford had a single type.

The pre-war method of storing aircraft was known as 'tails-up' storage, as it had been calculated that 45 aircraft of different types could be housed in an arched hangar with dimensions of 300 ft x 150 ft. Small trolleys and pulley blocks capable of lifting half-ton loads were fitted to six parallel runways (8 in x 4 in) running the whole length of the shed for this purpose and these were spaced at 32 ft centres in the centre and 18 feet at the sides. All sheds with the exception of the erecting shed (type 'C') and the Lamella were fitted in this way. After the outbreak of WWII the policy of tails-up storage was changed due to the bombing activities of the enemy and aircraft instead of being packed together in sheds were widely dispersed either on the landing ground or in adjacent fields. Maximum dispersal became the norm, with all the inconvenience that this entailed whereby additional fields located up to a mile from the perimeter track, were requisitioned for dispersal purposes and tarmac tracks were laid to reach the dispersal fields where the aircraft were parked.

The provision of access roads from the aerodrome to the sub-sites presented another problem, as the hangars themselves had been camouflaged it therefore became necessary that the roads leading up to them should be toned down. They had to be inconspicuous from the air and so the first roads were constructed to look like farm tracks. The initial sites treated in this way proved satisfactory in the summer months, but during wet periods the roads became churned up by the passage of aircraft and tractors with the result that the movement of aircraft came to a standstill. The answer was to build roads and to camouflage them by treating the surface with grey and green chippings which commenced from June 1939.

The end elevations were also camouflaged, with 'beehives' which are understood to be made from scrim netting applied to the ends to disguise the vertical end walls. In a letter (23-07-41) from Director-General, MAP, Eric (later Sir) Bowater, to Air Marshall DG Donald of the Air Ministry, he suggested that the six Lamella and / or 'E' sheds on each of nine ASUs (Aston Down, Brize Norton, Cosford, Hullavington, Kemble, Little Rissington, St Athan, Shawbury and Ternhill), required door widening. As a boiler house annexe was attached to one end elevation, only the opposite end set of doors could be widened from 40 to 70ft. This exercise began at Hullavington during December 1941.⁴

⁴ AVIA 15/658

Sheds of this type were concealed with a covering of earth and turf and while this form of concealment proved successful, one of the greatest problems of constructing these sheds was making them waterproof. A method was devised of placing the earth in position so as to prevent damage to the structure. Care had to be taken to see that the earth covering was built up equally on each side of the shed so as to avoid stressing its members. A further source of trouble was ensuring that the earth remained in position on the sheds. This difficulty was overcome by incorporating into the vibrated concrete slabs pyramid shaped blocks of concrete with a projecting half-inch steel rod. These were placed at six feet centres and staggered. To the steel rods, which projected above the top of the concrete block, a steel rope was attached. Laid parallel to the longitudinal apex of the shed, similarly a steel rope was laid at six feet centres, transversely across the shed roof. Soil was then built up flush with the cable network and half-inch galvanised wire meshing was laid and secured to the wire ropes. Over the netting more soil was added and then turf to give a total of nine inches thickness of earth covering. To help prevent condensation inside type 'E' sheds, the ceiling was lined with fibreboard.

Construction

The type 'E' shed was designed by the Air Ministry architect JW Binge in December 1936, assisted by AA Clements. It is constructed of monolithic reinforced concrete, and built as three independent sections, that can expand and contract. A typical shed has eight bays in each third, end bays (including the two adjoining bays) are 11 ft wide, while a standard bay is 13 ft wide. Concrete arch ribs (33 in x 11 in) spring from ground floor level (at 11 ft and 13 ft centres) and these are joined longitudinally by three 19 in x 9 in cross beams. The ribs form drainage aprons that run the full length of the shed on either side, these are filled with rubble or shingle so that rain water can soak away through a series of 4 in diameter drain pipes at 10 ft centres that take the water ten feet clear of the shed. The roof slab and the floor are both 5 in thick. End walls are a series of four columns (two at 21 in x 22 in, and two at 18 in x 22 in); the central thicker two are 40 ft apart which form the main shed door opening. There is also a pair of (30 in x 11 in) horizontal beams at either end that connect with both the thinner and thicker columns. The arch over the front elevation is rebated to receive an extension but no type 'E' sheds were ever extended in this way. In the case of sheds having unmodified ends, steel doors in two leaves are able to open the full 40 ft width opening inside the shed. Where ends have been modified for a larger door opening, the two main thick columns and the horizontal beams were removed and a new external door frame was added instead – the extreme ends being exposed beyond the arch shape of the shed (like a pair of ears). An extra two doors plus the two originals were then fitted onto a new set of external door runners rather than an internal arrangement as before. This modification has been carried out to hangar 11 (blg.601), while hangar 12 (blg.600) has a similar door width modification but has not got the external door frame as the larger opening is at the boiler house end of the shed.

One gable end of each shed had a permanent brick boiler house with brick chimney stack on one side of the main door opening and on the other is a drying room and cloak room annexe, constructed of temporary brick.

Dimensions: span 160 ft clear at ground floor.

Length 300 ft. Total height 36 ft in. Door opening 40 ft wide x 24 ft 9 in

NGR (583): SJ 79035 04230

NGR (584): SJ 79165 04232

NGR (587): SJ 79555 04360

NGR (588): SJ 79640 04280

NGR (591): SJ 79650 04150

NGR (600): SJ 80030 04930

NGR (601): SJ 80038 04800

NGR (602): SJ 80115 04802

(Building 587 is hangar 9, 588 is hangar 8, and 591 is hangar 7)



Plate 58: Hangar 12, Gable end showing the wide door openings without the extended door gantries
Photo: 24-11-11



Plate 59: Ditto

The four doors are mounted inside the shed because of the presence of the boiler room and changing room annexes. Photo: 24-11-11



Plate 60: Front end of hangar 11

Showing widened door openings with extended door gantries to take the external doors. Photo: 24-11-11



Plate 61: Rear end of hangar 11 showing original arrangement with a pair of internal doors (as-built)

Photo: 24-11-11



Plate 62: Gable end with two annexes
the furthest one is the boiler house(without its chimney stack);
the nearest is the cloak room. Photo: 24-11-11



Plate 63: An exposed concrete pyramid block with steel rope tie stud, to support chicken wire mesh
This obviates earth covering slippage (hangar 6). Photo: 24-11-11

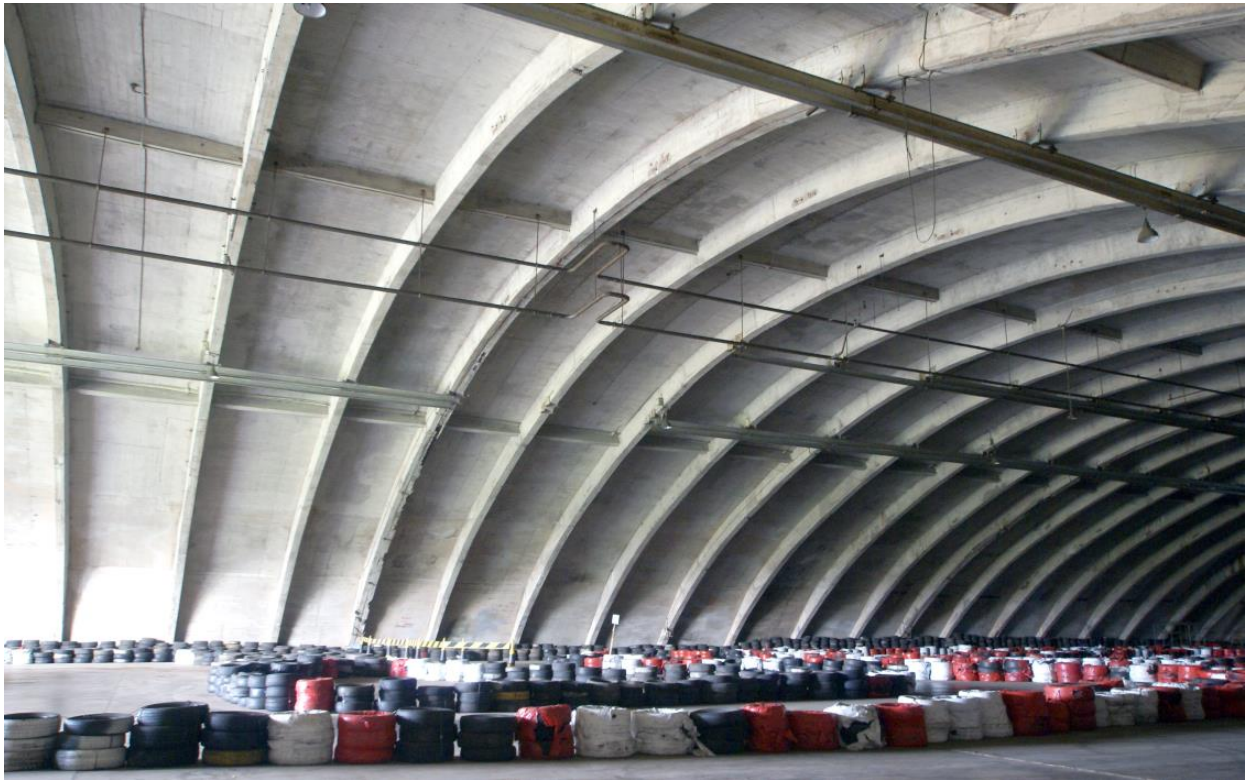


Plate 64: Interior of 'E' type hangar, showing the arched ribs and lifting runways. Photo: 24-11-11



Plate 65: Ditto, note that the lifting runways run the full length of the shed. Photo: 24-11-11



Plate 66: Camouflage netting attachment pulleys. Photo: 25-11-11



Plate 67: Extended arm camouflage netting pulley. Photo: 25-11-11



Plate 68: Keyed male face of the gable wall, which would slot into a female version of any future extension
Photo: 25-11-11



Plate 69: Parallel double lifting runways, hangar 583. Photo: 24-11-11

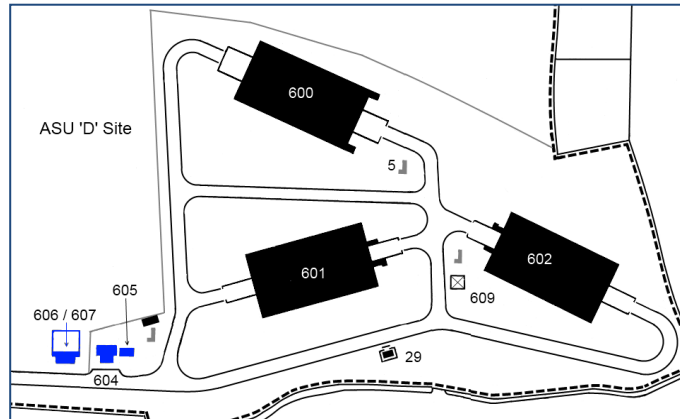


Plate 70: Cloakroom annexe of hangar 583. Photo: 24-11-11

Dispersed Site Accommodation (594, 595, 604, 605, 606 & 607)

Located at the southern end of Site 'D' and accessed from the perimeter track and the Old Worcester Road is a small group of structures that were occupied by the Site 'D' Warden and AM Constabulary.

Site 'C', has a similar grouping, at the Bowling Green House end of the site.



Married Warden's (AM Constabulary) Quarters 1603/37 (606 / 607 & ?)

Now partly used by RAF Cosford Gliding Club, the pre-war designed married warden's house (606/7) is a south-facing two-storey, three bed semi-detached dwelling house of 9 in brick construction; the exterior face has been pebble-dashed cement rendered. The roof is a series of timber rafters with hipped-shaped gable ends, boarded and clad with clay tiles. Both houses of a pair have had modern external main entrance porches and a side annexe added. The Site 'C' arrangement is of two pairs of semi-detached houses, and these are south-east facing (presumably these have been sold).

NGR (606 / 607): SJ 79845 04738

NGR (?): SJ 79759 04226 and SJ 79755 04245

Warden's Office 3493/37 (594 & 604)

Now used by the Pony Club, building 604 is a smaller version of building 536 located on the main site. It consists of a single-storey pre-war designed permanent brick office block having a three-bay entrance loggia and offices. Behind the main building and extending outwards on both sides is the cycle store. The main building has a steep pitch timber framed roof which is boarded and covered with clay tiles. Another version example is building 594 on Site 'C' plus a demolished one on Site 'B'.

NGR (594): SJ 79744 04270

NGR (604): SJ 79874 04735

Canteen 6A-77-40 (595 & 605)

Adjacent to the eastern end of the warden's office (604), is a wartime designed cement rendered temporary brick hut of 18 ft 6 in span, it is a three-bay building with external piers at 10 ft centres. These support steel-framed trusses – roof cladding is corrugated asbestos sheeting.

NGR (595): SJ 79750 04276

NGR (605): SJ 79889 04740



Plate 71: Married Warden's Quarters (606 / 607). Photo: 24-11-11



Plate 72: Warden's Office (604) and canteen (605). Photo: 24-11-11



Plate 73: Fire telephone sign probably dating from 9 MU days. 23-11-11



Plate 74: Stop sign. Photo: 23-11-11



Plate 75: Aircraft manoeuvring area sign. Photo: 23-11-11



Plate 76: Stop sign. Photo: 23-11-11

Chapter 8: RAF TECHNICAL TRAINING

The first School of Technical Training was established in 1917, in a converted jam factory at Coley Park, Reading: it was an offshoot of No.1 School of Military Aeronautics which had been set up earlier at Wantage Hall, Reading. The role of the new school was to give advanced technical training to men who had previously received elementary training in aeronautics at one of the polytechnic institutes that had co-opted into services training by the War Office Directorate of Air Organisation. The demand for trained men to support air operations in Continental Europe, during the latter phases of WWI, soon overwhelmed the facilities at Coley Park, and in September 1917 it moved to the Halton Estate which had been loaned to the Army by Alfred Charles de Rothschild for the use as an infantry training ground.

Halton was the first of the RAF boys' schools; it concentrated from the beginning on training for the mechanical trades – engine fitters, fitter armourers, carpenters and metal riggers as well as blacksmiths, coppersmiths and sheet metal works. A second boys' school opened alongside the Cadet College at Cranwell in October 1919 to train electrical and instrument fitters, plus men for the wireless fitter trades.

The Apprentice Scheme which began in 1920 grew out of this initial experience of youth training. It provided three-year courses in most of the trades mentioned above, for youths selected for training by competitive examinations. Trenchard laid it down as a policy that these youths should be trained to the limit of their ability, both academically and in trade skills. He also insisted that at least equal attention should be given to character and leadership training and general education.

Youth training was extended in 1925 to embrace apprentice clerks, the record office at Ruislip being the centre for this training. A further extension of youth training occurred in 1934 when the Boy Entrant Training Scheme was introduced to teach mechanics who would assist the skilled fitters produced by the apprenticeship scheme. These 'boys' were of a lower academic achievement on entry than the apprentices and were given 18 months initial training compared with three years given to apprentices.

As an example, the ratio of apprentices to boy entrants required in August 1936 was 800 to 200. Competitive examinations for this apprentice intake were held at numerous local centres on 26 May 1936, the subjects being English, general knowledge, mathematics and science, and the closing date for the receipt of nominations for this examination was Tuesday 5 May. Applicants had to be at least 15 but under 17 years of age on 1 August and those who had first school certificate with specified credits were excused the entrance examination. Boy entrants had to be between 15 $\frac{3}{4}$ and 17 $\frac{1}{4}$ on 1 September and were not required to take the entrance examination.

Training Aircraft Maintenance Personnel 1934–39

In 1934 the first major plan was in hand for the rapid expansion of the RAF to meet the threat of Nazi Germany. One of the results of this expansion was that it became impossible to produce adequate numbers of fitters II and in sufficient numbers to man the flights of the new squadrons. As a temporary measure it was decided to introduce the trades of flight mechanic and flight rigger to fill the aircraftmen posts in flights under the supervision of skilled fitter and rigger NCOs. The new tradesmen were to be recruited from men with some engineering or mechanical training, enlisting initially for training as mates and the best being selected for a further course of eight months instruction to train them for flight servicing of engines and airframes. It was also decided to increase the intake of apprentices.

The employment of unskilled mates in flights, first introduced in 1932, had not been a success in view of the advent of aircraft of greatly increased power, speed and complexity. For the first three years of expansion, therefore the squadrons functioned on one of two systems:

- Fitter I – fitter II – mate
- Flight mechanic – flight rigger supervised by fitter and rigger NCOs

Another measure taken to provide skilled personnel for maintenance purposes was the encouragement of ex-airmen to return to the service. Throughout the summer of 1935 new recruits came in at a satisfactory rate, but the numbers sent forward by the recruiting centres had to be reduced owing to the lack of accommodation at the RAF Depot at Uxbridge. The intake for the old trade of aircraftman and mate was kept as low as possible. By October 1935, 1,700 applications had been received from boy apprentices, but the intake, except for fitters, had to be restricted to the accommodation available at the apprentice schools.

The Scheme 'C' programme required 15,792 airmen in the fitter group, but following a change in policy in favour of medium as opposed to light bombers, the requirement was increased to 17,236 to be reached by 1 April 1939. This necessitated an increase in recruitment during 1936/7 for the new trade of flight mechanic and flight rigger at the rate of 650 per annum – the total requirements in this trade being estimated at 8,613 by 1 April 1939.

In spite of a press campaign, the applications in 1937 fell off, and in May of that year the total for the previous 12 months was only 1,400 compared with 1,670 for the corresponding period in 1936. It therefore became obvious that to meet the expansion programme many more men would have to be trained by the service. No.1 School of Technical Training at Halton was incapable of dealing with the numbers required, and although a site for a new school had been selected at Cosford, construction had not yet begun and it was not until November 1937 that the building of the new school commenced.

A syllabus for the training of airmen at contractors' works was then drawn up and all, apart from Handley Page, agreed to co-operate and courses were arranged for from 12 to 20 men at a time at each firm.

By March 1938 it was realised that additional steps must be taken to provide trained men of all trades for maintenance duties in the RAF under the expansion programme. In April the Air Member for Supply and Organisation prepared a memorandum on the accommodation required for training units to meet the Scheme 'K' programme up to April 1939. He came to the conclusion that an immediate and considerable expansion of ground training facilities was necessary, and even with such expansion several years would elapse before deficiencies in certain trades would be made good. The new repair depots, which provided training facilities at Sealand and St Athan, had been approved and would be ready by mid-1939 – but they would not be working to capacity, until well into 1940. Henlow, the original home aircraft depot, had been turned into a temporary school of technical training and should have reverted to back to a depot in 1936 or 1937, but with successive increases in expansion requirements, this had not been possible. The position in March 1938 was that even the opening of a new school of technical training at St Athan would not permit Henlow to be re-established as a depot

In order to permit the re-establishment of Henlow, and at the same time to increase the total training capacity, it was decided to create a new technical training school of three wings at Weston-super-Mare for the instruction of fitters II as an alternative to one at Manston. In addition, it was decided to erect hatted accommodation for 1,000 electricians at Henlow.

Meanwhile it was recognised as no longer practical to employ mates on modern aircraft, and in April the 'mate' system was abolished.

The recruiting position was changed completely in the early part of 1939 by the introduction of the Military Training Bill. As war became more imminent the personnel requirement increased to a total intake of 45,000 against the original figure of 26,000. This necessitated an entry of at least 900 a week until the end of the year. In order to reach this figure the Grade I medical standard was relaxed, and it was also decided to withdraw from courses all men who had completed 75 per cent of their instruction in certain trades in order to provide training facilities for newcomers. However, even these measures did not produce the numbers required and it was only the large numbers of volunteers which resulted from the declaration of war that clarified the position. In the first 19 days of war, 7,000 men were accepted. The number of skilled men received was considerably in excess of existing training facilities. The instrument trades were in the worst position and it was decided to transfer 800 recruits from West Drayton to Manston in order to allow the use of West Drayton as a training centre for women instrument repairers. A reduction of the annual intake of fitter apprentices from 2,000 to 500 was agreed since the capacity at Halton was required for training older skilled men, and it was considered that on a basis of a three-year war, the apprentices would not become sufficiently effective to be of any value. It was agreed in November 1939 that the total number of apprentices under training should be reduced to 2,700 with a further reduction to 1,000 early in 1941. It was not considered possible to accelerate the training of apprentices, but it was considered that certain parts of their training would be away from Halton – such as putting them into productive work in factories for a period.

Chapter 9: No.2 SCHOOL OF TECHNICAL TRAINING, 1938 – 40

At the Directorate of Works, Air Ministry in 1937, JW Binge was one of several architects involved in the planning for a large new training establishment at Cosford in permanent construction for 4,000 personnel and preliminary design of large instructional workshops, lecture blocks and special domestic buildings. Permanent accommodation was however only proceeded with in respect of a proportion of the instructional and technical buildings and the living accommodation for 1,000 boys. The remainder was subsequently designed and erected in Air Ministry designed type 'B' hutting. The design of the permanent accommodation at Cosford in the form of the Fulton Block represented an important and unparalleled development in domestic provision for large training establishments of the RAF. The whole of this block, consisting of sleeping quarters, institute, dining room and administrative offices for around 1,000 trainees plus the appropriate permanent staff was concentrated in one well-planned and proportioned building.

The hutted domestic buildings were arranged in the old Army fashion as a series of lines ('A' to 'P'), a typical arrangement consisted of two rows of either four or five barrack huts, each row joined together by corridors and separated from each other by a row of ablution blocks. 'L' Line is typical and was as follows:

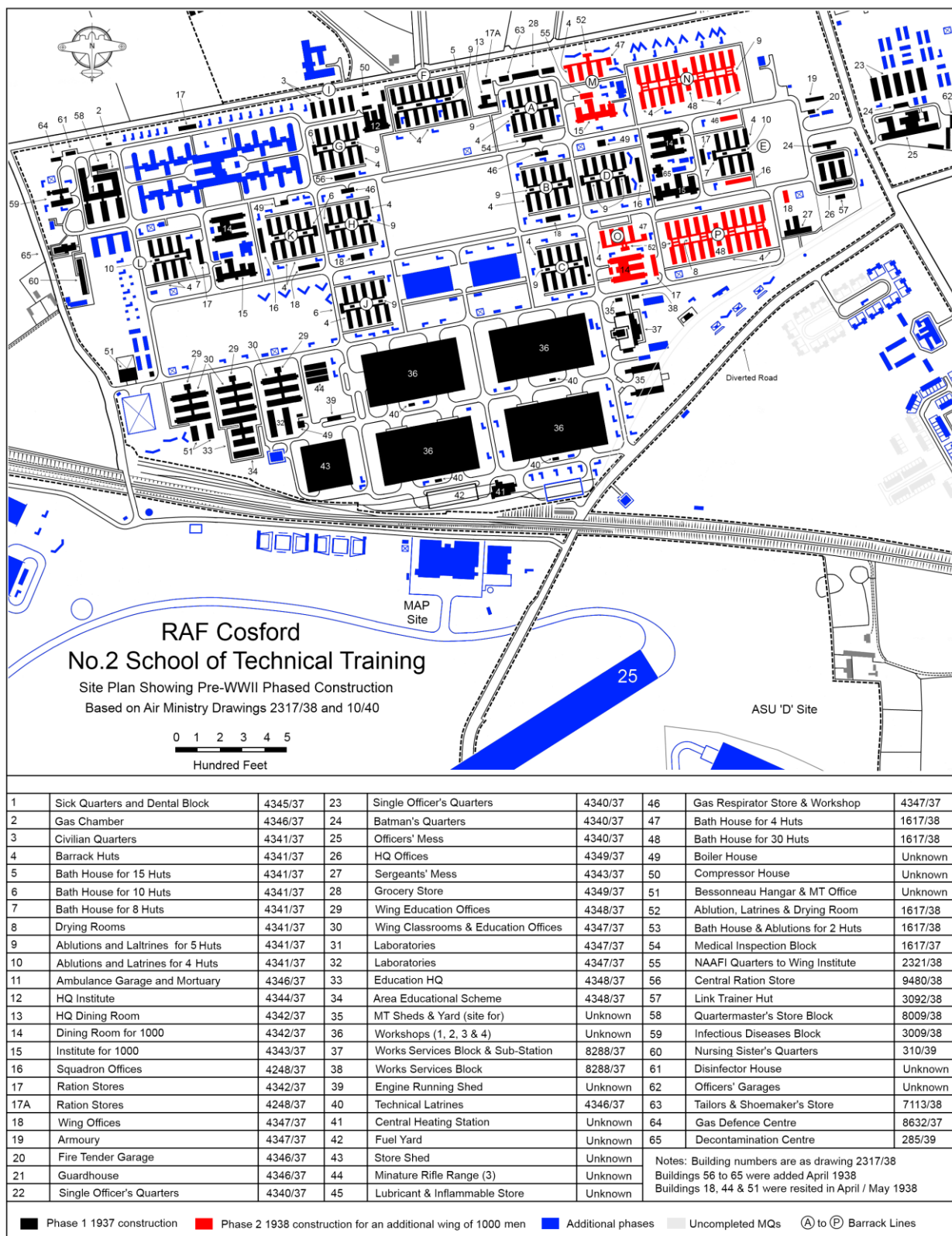
Table 1 – 'L' Lines			
Blg.	Description	Construction	Drawing
226 to 233	Barrack Huts	timber	4341/37 & 14542/39
234	Bath House	timber	4350/37
235 & 237	Latrine Blocks	temporary brick	4250/37
236	Drying Room	timber	4350/37

Three or more lines represented a wing (1,000 men) and these had their own dedicated communal and technical buildings, the buildings that supported 'H', 'J', 'K' and 'L' Lines was as follows:

Table 2 – Original Wing Communal Buildings			
Blg.	Description	Construction	Drawing
74	Ration Store	timber	3517/41
75	Wing Dining Hall	timber	4342/37
76	Vegetable Preparation	timber	4842/37
77	Gas Defence Centre	timber	8632/37
78	NAAFI Staff Dormitory	timber / Seco	2321/38
79	Decontamination Centre	timber	285/39
80	Institute	timber	980/38
81	Squadron Office	timber	3821/41
82	Boiler House	timber	6425/37
83	Medical Inspection	timber	12108/39
84	Wing Store	timber	4317/37
85	Wing Office	timber	4317/37

As planned, hutted classrooms were located in the south-west corner of the school known as the education block (436–464), a series of timber lecture rooms to drawing 7175/37. The main instructional blocks are the workshops 1 to 3 (137, 140, 143 and 146) of steel frame and permanent brick construction. The workshops were to have nominal dimensions of 240ft wide x 450ft long and a clear height of 17 ft. As planned there was also a pair of drill sheds consisting of two Hinaidi hangars (133 & 134) which were erected adjacent to the parade ground. Other permanent buildings and structures included the following:

Table 3 – Typical Original Permanent Buildings			
Blg.	Description	Construction	Drawing
131	Main Stores	Steel / Brick	55211A/37
149 & 151	Fuel Store	Brick / Concrete	13731/39
150	Central Heating Station	Brick	10599/38
154 to 161	AMWD Store & Yard	Brick / concrete	Unknown
162	MT Vehicle Sheds & Yard	Brick	Unknown
165	Sub-Station	Brick	Unknown



Phased Pre-WWII planning

Sir Alfred Mc Alpine & Son Ltd won the contract and subsequent extensions for the construction of RAF Cosford and work started in February 1938. It was the first job for the company's southern division.

The following extract is based on No.2 School of Technical Training ORB (AIR 29/727). It covers the period July 1938 to December 1940, when the ORB was individually compiled by the various wings and schools. After that date, the entries are far less detailed.

Station Headquarters (15-07-38 – 31-12-40)

- 15-07-38 An opening up party arrived from Halton under the command of S/Ldr AL Franks; the commanding officer G/Capt WJY Guilfoyle arrived six days later. Between 1 and 4 July HQ Training and Admin staff arrived.
- 19-04-40 Their Majesties the King and Queen visited the unit and were received by Air Chief Marshall Sir AM Longmore, AOC-in-C Training Command. They visited the gymnasium, the workshops, Fulton Block, aerodrome, watch office, 9 MU and the station hospital. They left by train and the road from No.3 gate to the station was lined with airman.
- 01-06-40 No.2 Mobile Column, King's Shropshire Light Infantry (KSLI) came to Cosford on a false alarm given by the Army. They had tea in Fulton Block thus making them the first body of troops to feed in Fulton Block.
- 05-06-40 Nine Lysanders of 416 Flight arrived from Exeter with a road contingent (14 officers, 79 men and 5 MT vehicles). A mobile Column of the KSLI arrived from Shrewsbury consisting of officers and rifle and Bren gun carriers. This column camped a mile from Cosford, on the Newport – Wolverhampton road. Also on the 5th The General Officer Commanding the 4th Division, RA, visited the 2-pounder AA gun defences during the afternoon. Captain Ripley, No.2 Mobile Gun Column arrived at Tong village and bivouacked in a field adjacent to the vicarage.
- 07-06-40 An officer from the Imperial War Graves Commission visited the station with a view to establishing an RAF Cemetery.
- 09-06-40 Aircraft from Ternhill co-operated (three Harvards and three Ansons), together with the LDV and No.2 Mobile Column, when 'parachute troops' attacked the VP without success.
- ?-09-40 Twelve 2-pounder gun sights were manufactured in the station workshops for the Royal Artillery detachment stationed at Cosford, Ternhill and Shrewsbury; this was followed by an order from Hednesford for ten gun mountings for Lewis guns.
- 10-10-40 Three Blenheims and three Battles had to be sent to other training schools, but it was found that there was no suitable trailer for Battle wings within Training Command! After some delay a 'Queen Mary' type trailer was borrowed from the MU at Shawbury and the aircraft were despatched.
- 15-10-40 An MAP officer arrived with sets of drawings for parts of the Spitfire and Hurricane; from these, around 200 parts were selected as being within the manufacturing capacity of the station workshops or by airmen under training. An inspection of modern instructional aircraft revealed that a number of components were serviceable and it was arranged that MAP should deliver equivalent damaged parts and collect the serviceable ones for repair work. Certain other parts such as tanks and radiators that were not essential to training were also collected. An initial order was eventually received for ten Spitfire and ten Hurricane parts as a trial order; these were manufactured by airmen under training, instructors, and other airmen awaiting transfer. As the raw materials were war material supply a separate store was set aside for this purpose.

No.1 (Apprentices) Wing (04-08-38 – 29-03-40)

No.5 (A) Wing was established under the command of S/Ldr KA Meek. This unit was renamed No.1 (Apprentices) Wing and training commenced on 4 July. Between 30 August and 13 September 1938 the first three batches of the August intake arrived from Halton, and joined No.1 Apprentices' Wing. On 5 January 1939, 386 Fitter Armourer aircraft apprentices arrived from Halton and were organised into two parties with half retained by No.1 (A) Wing and the other to form, (with fitters IIA), the nucleus of No.2 (A)Wing.

On 1 January 1940 the wing had a strength of 643 aircraft apprentices and 80 Naval air apprentices under training as fitter IIEs and fitter armourers. On 5 January, news was received that No.1 (A) Wing will be disbanded on 29 March. The wing would then reform as a conversion course for flight mechanics to Fitter IIE. The aircraft and Naval air apprentices would then make their way to Halton, to be absorbed into the wings at No.1 School of Technical Training.

The passing out parade of the January 1938 entry of apprentices took place on 15 March 1940, the numbers involved being, 86 Fitter IIEs and 60 Fitter Armourers. Seven IIEs and two Fitter Armourers were retained for a short while due to sickness.

On 29 March 1940 on disbandment of this unit as an apprentices' wing, aircraft and naval apprentices numbering 565 boys of No.1 (A) Wing (with the exception of casualties retained in hospital) were posted by rail to No.1 S of TT, Halton.

No. 3 (Training) Wing (08-09-38 – 31-12-40)

On the 8 July 1938, No.2 (Apprentices) Wing with S/Ldr Franks in command commenced training flight mechanics and flight riggers from that date, this wing was then renamed No.3 (Training) Wing on 1 February 1939. Its first entry of 178 trainees arrived from Uxbridge and Cardington, followed by the second on 23rd and the fourth entry on 14 and 21 September, from various stations including Driffild and Finningley.

On 13 March 1939 S/Ldr Franks was posted to 5 FTS, Sealand and F/Lt JF Hobler replaced him until the 1st April when W/Cdr W Wynter-Morgan arrived to take command of the wing; he stayed until 12 October 1939 and was replaced by W/Cdr NC Saward. On 23 August 1939, eight mechanics of the Romanian Air Force were attached to the wing for rations and administration. After the outbreak of war, the war syllabus for training flight mechanics and flight riggers was implemented.

No.2 (Apprentice) Wing (01-06-39 – 29-03-40)

On 1 June 1939 No.2 (Apprentice) Wing formed on a three squadron basis with a nucleus of WOs, NCOs, airmen, and officers transferring over from No.1 (A) Wing, including its first CO, S/Ldr CB Greet as well as 595 apprentices. The first (temporary) squadron COs were:

- F/Lt WH Brett took over command of 'A' Squadron
- F/O H Stanway – 'B' Squadron
- F/Lt R Wilson – 'C' Squadron.

The authorised colours for the wing were green and black chequered. On 17 January the first batch of the January 1939 intake arrived from Halton, followed by the second and third batches. On 17 February, Wing Commander J Oliver arrived from the No.1 Depot, Uxbridge to take over as CO until 24 April, when he exchanged place with W/Cdr JR Bell who was station CO, based in the SHQ, Cosford.

On 30 August 1939, the first batch of the August 1939 intake arrived from Halton, and consisted of 41 fitter armourers and 43 fitters II airframes, followed by the second batch (33 fitters II airframes) also from Halton. On 8 September 1939, the January 1937 entry of fitters armourer (24 in number) passed out.

On 29 March 1940 all apprentices were transferred to No.1 S of TT, Halton, leaving Cosford at 10.15 hours by rail, and No.2 (Apprentice) Wing disbanded.

No.2 (Training) Wing (29-03-40 – 31-12-40)

On 29 March 1940, No.2 (Apprentice) Wing was reorganised on a two squadron basis as No.2 (Training) Wing with the following officers: Officer Commanding, F/Lt TR Wells, OC 'B' Squadron P/O PT Patenhall, and OC 'A' Squadron F/Lt GS Jarman. On the same day No.84 conversion course (flight mechanics to flight IIA) arrived at 12.00 hours by rail from No.6 S of TT, Hednesford, followed by 85 conversion course. On 13 June, 34th and 36th entry (172 airmen) transferred to No.4 Wing, on the formation of that unit.

On 5 June 68 airmen of 416 Flight were attached to No.2 (T) wing for rations and accommodation but this unit moved to Aldergrove on 25–27 June. They were replaced by 36 officers and 15 airmen of the Armée de L' Air who arrived by rail, plus another officer and two airmen who arrived by air.

On 4 July, 38 French officers and 22 men of the 'de Gaulle' party left Cosford for St Athan by rail. Fifty-one French details (balloon) of the 'Pétain' party left for the Army camp at Aintree, Liverpool. Three Dewoitine fighters, one Potez 63 reconnaissance and one Potez 405 GP bomber left for St Athan. On the same day 3 officers and 220 airmen of No.17 Servicing Flight (BEF) arrived by train from Liverpool.

On 12 July, 11 Czech officers and 319 airmen arrived from Gloucester by rail; a week later, 24 Czech officers and 78 men arrived and 16 airmen of No.33 Servicing Flight arrived. Then 500 BEF airmen were posted to other units. On 21 July another Czech contingent arrived in the form of 42 officers and 110 men.

No.4 (Training) Wing (07-06-40 – 31-12-40)

On 7 June 1940, No.4 Training Wing formed to occupy the new Fulton Block building and administer flight riggers on a conversion course to fitters IIA. On 13 June the wing received its first batch of trainees consisting of 172 flight riggers that had already been under instruction and who were transferred from No.2 (Training) Wing. They consisted of 85 men from the 34th entry and 87 men from the 36th entry and were placed on the strength of 'A' squadron, to which was allocated the north side of Fulton Block.

A warning was received on 17 June, that there was an arrival of RAF personnel from the BEF evacuated from France – arrangements were accordingly put in hand for their reception. The total accommodation of Fulton Block was 1,004 trainees and 72 administrative staff. It was thought advisable to supplement this in anticipation of being called upon to receive a 1,000 men evacuated from France. Bedding for an additional 230 over the establishment was obtained from the station main stores, and the empty sitting rooms in Fulton Block were reserved as overflow quarters. On the 19 June, 70 ex BEF RAF personnel, (arrived by road and rail and were accommodated in a section already prepared for them. They were:

- No.4 Servicing Flight, (28 men) arrived road
- No.6 Servicing Flight, (42 men) arrived by road
- No.1 Servicing Flight, (89 men) arrived by rail
- No. 15 Servicing Flight, (162 men) arrived by rail.

These men were given a hot meal on arrival and all arms and ammunition were impounded. During the day notification was received that the colours, black and magenta, had been allotted to No.4 Wing. All BEF arrivals completed the required formalities and were sent on four days leave. This involved the drawing of clothing, medical inspection, pay and storage of kit. A further party arrived as under:

- No.3 Servicing Flight (2 men)
- No.5 Servicing Flight (6 men)
- No.7 Servicing Flight (35 men)
- No.8 Servicing Flight (39 men).

On 20 June 1940 all BEF arrivals from the previous day went on leave. The OC No.4 Wing, S/Ldr JA Stedman was questioned by Air Commodore FB Donn, regarding casualties sustained by RAF personnel during the evacuation from France. He was instructed to examine incoming drafts and to get any information concerning the SS *Lancasteria* and also No.16 Servicing Flight.⁵ A further BEF party arrived then ext day:

- No.1 Servicing Flight (5 men)
- No.7 Servicing Flight (13 men)
- No.2 Servicing Flight (153 men)
- No.8 Servicing Flight (2 men)
- No.15 Servicing Flight (2 men).

In addition to the above, trainees of 38th entry arrived and 106 men were received into the wing. On 22 June, 107 BEF men arrived from Nos.7 and 8 Servicing Flights and the following day 43 men from No.5 Servicing Flight arrived. On 28 June, 3 officers and 214 other ranks of No.16 Servicing Flight arrived and were given the usual reception – this news was conveyed to the OC, RAF Cosford in accordance with instructions.

On 10 July 1940, a contingent of the Czech Air Force arrived from Innsworth following evacuation from France. This consisted of 11 officers and 320 other ranks under the command of Major Karel Šifner. With the exception of 139 other ranks who were accommodated and fed by No.23 Wing, all were attached to No.4 Wing. The officers, after a meal in the officers' mess, were provided with quarters in Fulton Block, as were the 181 other ranks. Considerable rearrangement was necessary in order to accommodate the excessive number of men in Fulton Block, in which trainees, Czech officers, and Czech other ranks were to occupy separate sections; this meant that the remaining BEF personnel had to be found other quarters.

On 1 August 1940, the personnel strength of No.4 (T) Wing was as follows: 3 permanent staff officers, 2 warrant officers, 2 flight sergeants, 3 sergeants, 11 corporals, and 59 other ranks. Under training:

⁵ The ship sank around 5 nautical miles (9.3 km) south of Chémoulin Point in the Charpentier roads, around 9 nine nautical miles (17 km) from St. Nazaire. The Lancastria Association Victim registers 1,738 deaths

121 Czech officers and 477 other ranks – total 1,069 personnel. On 3 August, S/Ldr AE Eaton arrived to assume command of the Czech contingent at Cosford. A portion of Fulton Block was handed over from No.4 (T) Wing consisting of number 3 and 4 wings of the building and the south dining hall. No.4 wing continued to draw rations and to cook for the entire personnel of Fulton Block. Another contingent of Czech Air Force arrived on the 17 July, totalling 74 officers and 17 other ranks, under the command of Lt Col V Roik, assisted by Lt Col K Toman and Lt Col V Liskla. The other ranks were taken by No.3 Wing as well as 23 from No.4 Wing. The entire top floor of number four section was reserved for Czech officers, and one barrack room on that floor was furnished as an ante-room; mess facilities were provided in the staff dining room (normally seating 50), and food was served from the wing cookhouse. The modern construction and somewhat lavish appointments of the building made it possible to provide an adequate standard of comfort for the officers. On the 20 July, another 23 officers and 78 other ranks of the Czech Air Force arrived from Duxford under the command of Captain F Stechy and on the following day another 41 officers and 136 other ranks arrived from Beeston Castle, under the command of Captain E Busina. On 26 July, the AOC, 311(B) Squadron, Honington – Wing Commander JF Griffiths – visited the wing, concerning the absorption of Czech personnel into 311 Squadron. The following day the Czech bomber personnel were transferred into the RAF and were fitted with RAF uniforms.

Meanwhile the greater part of the remaining ex-BEF personnel had been posted away on the previous day so number three section of Fulton Block was handed over to the Czech Air Force who now occupied the entire western half of the building. The Czech officers' population had now reached such large numbers that the south dining hall was put at their disposal for messing, while other ranks used the north dining hall in two sittings, Czechs, following British.

On 2 September, P/O CG Reid-Walker was posted from No.3 (T) Wing and assumed command of 'A' and 'B' Squadrons. On 7 September, 86 trainees of 34th Entry passed their Trade Tests as Fitter II. As and they were replaced by 87 flight mechanics of No.1 Entry. On 21 September 83 trainees of 36th Entry passed their Trade Tests (Fitter II A) and were replaced by 77 flight mechanics of No.2 Entry and six days later No.3 Entry of 70 flight mechanics arrived for their conversion course.

On 27 September 1940 Personnel of No.1 Camouflage Flight were given quarters in Fulton Block and were attached to No.4 Wing for rations: (1 flight sergeant, 7 sergeants, 213 corporals and 53 airmen).

On 9 October orders were received that all personnel of the wing were to be accommodated in the eastern half of Fulton Block (numbers 1 and 2 wings of the building) and to leave the western half for other units. The wing then evacuated numbers 3 and 4 wings. The only problem with this move, was that the strength of No.4 (T) Wing when full would be 720 and that numbers 1 and 2 wings of Fulton Block were equipped for only 464 beds. The situation was resolved by utilizing the sitting room as a dormitory to maintain the '60 square feet' allowance per man. On the departure of the Czechoslovakia Depot, No.3 wing of Fulton Block was made available to No.4 (T).

The last entry to complete their trade tests before the end of the year was the 61 fitters II E of No.7 Entry who were then posted away to other units. No.16 Entry, consisting of 51 flight mechanics (engines) and 96 flight mechanics (airframes) for conversion to fitter II E and fitter II A respectively arrived on 28 December.

School of Technical Instructors

On 17 February 1940, information was received from 24 (training) Group, that a school for training technical instructors was to be immediately formed at Cosford. The function of the school was to provide trained instructors for the technical training establishments within 20 Group. The new school was to provide the initial training of new instructors, in the duties of fitter engine and fitter airframe instructors and later, to provide refresher courses for experienced instructors. It was suggested that the new school should be exactly similar to that already in existence at Halton, and that the course should be of two months duration. The weekly intake was fixed at 15 pupils, made up of 9 engine fitters and 6 airframes instructors. Provisional establishments were fixed as follows: 20 instructors made up of 12 fitters engine and 8 fitters airframe, the personnel being composed of 50% service and 50% civilians. In the supervisory section, 2 officers and 1 warrant officer included. WO Bollons visited the Halton School of Instructors and obtained a syllabus and the Cosford School formed on 4 March 1940, with Bollons appointed to carry out the formation based on the data he collected from Halton.

Instructors for the various phases were appointed and the necessary teaching equipment obtained. The first intake arrived for a two-month course on 4 March. From 1 April 1940, the school was accommodated at the west end of No.4 workshop but from 19 August, it moved to the first bay at the east end of the same workshop. On the 3 May 1940 the first course passed out with satisfactory results.

On 10 April 1940, S/Ldr GC Rhodes (Retired) took over the duties of Chief Technical Officer until 1 June 1940, when he was replaced by F/Lt RW Jackson. On the 19 April, Their Majesties the King and Queen, together with senior officers visited Cosford and in the course of their tour, inspected the School of Instructors.

From 27 May 1940, the existing courses were altered, the main change being that the comprehensive two-month course was changed to concurrent four-week sessions. These were based around the following modules:

Fitters Engine and Flight Mechanic Instructors

- 'A' Course – basic radial and inline engines (incorporating elementary engines), viewing and repair
- 'B' Course – Components, installation and aerodrome practice.

Fitters Airframe and Flight Rigger Instructors

- 'A' Course – Basic preliminary and advanced rigging, airframe construction, splicing and fabric
- 'B' Course – Hydraulics, components, metal repairs, flotation gear and aerodrome routine
- 'C' Course – Woodworking tools, timber aero-carpentry, spicing, knots and fabric.

The supply of pupils for the new courses was drawn from the following:

- New civilian entries – After trade testing and appointment civilian entries were placed in the Cosford Instructors' Pool, which formed on 26 March 1940
- Service and civilian personnel employed as instructors in a training establishment within 20 (T) Group
- Service personnel without previous instructional experience posted by Records.

The intakes for new courses were as follows:

- Weekly at the rate of nine Fitter Engine and Mechanic Instructors Course 'A' from inception date.
- Nine for Fitter Engine and Mechanic Instructors – Course 'B' from four weeks after inception date.
- Six for Fitter and Airframe and Rigger Instructors Course 'A' from inception date.
- Six for Fitter Airframe and Rigger Instructors Course 'B' from four weeks after inception date.
- Six for Woodworking Instructors Course 'C'.

After 8 July 1940 the school settled down to a steady intake of 14 fitters engine and 14 fitters airframe per week, the personnel being all service, and posted by AOC Records. This replaced the posting of instructors from establishments within 20 (T) Group, although the Cosford pool was retained.

On 30 December 1940, a special instructors' course in American engines commenced which included the usual workshop course, plus practical experience in handling American engines on the ground.

Officers' Engineering War Course 08-02-40 to 31-12-40

From 8 February 1940 an Officers Engineering War Course opened of three-month duration, for the training of civilian engineers in service methods and equipment; the syllabus included the inspection of airframes and engines following a minor crash, plus Air Force procedure. It was originally aimed at a 28 ¾ hour week with Saturday mornings free to write up notes and to study at home, but this was later changed to 33 hours per week and to include all day Saturday for practical shop instruction. A monthly intake was 30 pupils with a peak of 90 pupils under training.

The school was located at the east end of No.3 workshop which had to be vacated by the fitters armourer section, when this entity transferred to Halton during February. At this time a part of the east end of the building was in the possession of contractors who were constructing additional floor space by the erection of a balcony for the fitters armourers. A week after the first course had started, the balcony was finished and was occupied by aero engines. The ground floor beneath the balcony was occupied by airframe components with a Battle and Hurricane remaining in the original shop. The first course was 30 strong and commenced its training on 5 April 1940. Pupils varied in age from 23 to 48 years and had various amounts of diverse experience and qualifications; it was subsequently decided to hold an examination on

practical subjects at the end of the first month of training. Pupils occupied the now vacated airmen's married quarters.

Czechoslovak Depot (01-08-40 – 19-12-40)

On 2 August 1940, S/Ldr AE Eaton assumes command and 103 Czech officers and 385 other ranks are transferred from No.4 Wing under the command of Col J Berounsky with a Lt Col in second command.

On 9 August Dr Edvard Beneš, President of Czechoslovakia, visited the unit; he arrived by air and was met by Air Marshal WGS Mitchell (second Inspector General of the RAF), Air Vice Marshall CWH Pulford (AOC 20 Group), Group Captain WD Budgen (AOC RAF Cosford) and Colonel J Berounsky. A guard of Honour was inspected while the Czech National Anthem was played. Dr Beneš and his party were entertained in the officers' mess, after which the officers and men of the Czech Depot were inspected and marched past, Dr Beneš addressed the parade and afterwards inspected a portion of Fulton Block. He then left by air.

Another 14 Czech officers and 36 other ranks arrived on 12 August from Cholmondeley Park near Malpas, Chester, while on 29 August, 7 Czech officers and 17 men were posted to 24 Squadron, Hendon. On 31 August, F/Lt CP Sheppard assumed command vice W/Cdr AE Eaton.

On 2 September, P/O FL Rees was posted to the depot and appointed as AOC Training; his first task was to organise a syllabus of training for the Czech officers and airmen who were suitable to become instructors. The following subjects were taught: English, workshop practice, musketry, revolver shooting, machine gunnery, signals and the Link trainer. Two Czech interpreters were posted to the depot to help with this task.

On 18 October 46 Czech soldiers arrived from Cholmondeley Park for medical examination and for remustering into the RAF. Three returned as being either medically unfit, or unsuitable for the RAF.

On 20 October a major defence exercise took place in the neighbourhood of Cosford. The depot OC was responsible for marshalling, parking and despatch of all vehicles, which were assembled at Fulton Block, where accommodation and hot water was provided by OC No.4 (T) Wing, for feeding around 1,200 officers and other ranks of the following units:

- 7th Battalion, West Kent Regiment
- 1 Platoon, Anti-Tank Company
- 1 Battery, 149 Field Regiment
- 1 Company, 181 Field Ambulance
- Brigade Provost Section
- 1 Company, 11th Battalion, Royal Welch Fusiliers
- 1 Mobile Column, TC Shrewsbury.

Also the RAF defence troops and the Shifnal Home Guard took part.

On 26 October, eleven Czech officers and six airmen arrived from Liverpool; this party represents men who, having fought in Poland, were taken prisoner in Russia and subsequently released. They travelled via Syria and Palestine. Another group of 4 officers and 27 airmen arrived from Liverpool on 28 October. These men had also fought in Poland, before being arrested in Russia, then released and eventually made their way to England via Turkey and Egypt. These two groups were followed by another contingent on 6 November when 15 officers and 33 airmen arrived from Syria and Egypt.

On 19 December 1940, the Czechoslovakia Depot left Cosford for Wilmslow (see Appendix V for postings).

No.2 School of Physical Training and Drill (01-08-40 – 31-12-40)

The School of Physical Training had originally formed at Cranwell in 1918, its instructors being drawn from the Army and Navy. During the following year it moved to Uxbridge and remained there until 1940 when it was dispersed to three stations, St Athan, Loughborough and Cosford. This school formed on 1 August 1940 and took over 'L' block from No.3 (T) Wing for accommodation. It was initially made up of one pilot officer, one flight sergeant, one sergeant and eleven corporals who arrived at Cosford from Uxbridge.



Plate 77: Aerial photo dated c.1989. (Crown Copyright RAFM)



Plate 78: Aerial photo dated c.1989. (Crown Copyright RAFM)



Plate 79: 'M' Lines barrack hut (341?)



Plate 80: 'M' Lines barrack hut (342).



Plate 81: 'M' Lines barrack hut (343). All photos: ARG Archives 1995

Chapter 10: SHORT TERM OPERATIONAL UNITS

No.416 Army Co-operation Flight (05-06-40 to 26-06-40)

Source: AIR 29/863

The main party of the Exeter detachment proceeded by road to Cosford; it consisted of five Bedfords, one Commer and two Fordsons. Fifty-eight airmen travelled with the convoy which was commanded by F/Lt Hunter-Craig. The air party consisted of eight Lysanders which left Exeter at 10.30 hours and arrived Cosford 11.45 hours. During its attachment at Exeter, the unit had been carrying out armament training, dropping 533 bombs and fired 39,513 rounds of ammunition. The pilots had carried out low-level dive bombing and front-gun training against sea markers, using quarter and astern practices. The air-gunners had carried out sea marker, beam, relative speed, quarter and over tail practices. Whilst at Cosford the unit carried out co-operation with the Army with defence positions on the airfield at Cosford. It also carried out long-distance cross country flights followed by low-level 'bombing' attacks against airfield defence positions at Grangemouth and Hawkinge, as well as the technical school at Hednesford. The main party left Cosford by train to Liverpool on 26 June, this being the first leg in the unit's posting to Aldergrove. The cross-country flight to Northern Ireland was completed two days later.

No.1 Camouflage Unit (28-09-40 – 07-11-40)

Source: AIR 29/33

This unit was a civilian flying company and was taken over by the Home Office for the purpose of aerial photographing factories and other Vulnerable Points (VP), or areas which were considered vital to be concealed from the air. On the outbreak of hostilities, all civilian flying ceased and the flight moved to Hendon and operated by 24 Squadron, by arrangement with Fighter Command. Subsequently it became No.1 Camouflage Unit and commenced operations at Baginton, Coventry on 9 October 1939. The unit co-operated with the Ministry of Home Security, Civil Defence Camouflage Establishment, Leamington Spa, and RAF stations, for photographic, air observation, reconnaissance and camouflage work generally. As a Polish fighter squadron was to be based at Baginton, the unit moved to Cosford on 28 September 1940.

Aircraft used were eight Stinson Reliants with either Lycoming or Wright Whirlwind engines, plus two Leopard Moth aircraft with Gipsy engines.

The unit's transport consisted of a Vauxhall staff car, one Bedford float, one Fordson tractor, one Fordson van, one Norton motorcycle,; two petrol tanker trailers, four Standard 14 HP converted armoured cars for aerodrome defence, two Beaverettes mounting 20mm Hispano guns, and one Armadillo.

Whilst at Cosford, the unit carried out many reconnaissance flights, three typical flights (all on 11 October) were:

Filton, Whitchurch, Yeovil and Ilchester

Wallasey, Birkenhead, Widnes and Bootle

Pontypool, Ebbw Vale, Pontydore (Pontardawe?) and Porthcawl.

On 7 November the unit moved from Cosford to Hendon.



Plate 82: 'M' Lines bath house (347). Photo: ARG Archives 1995



Plate 83: 'I' Lines barrack huts (207, 208 and 209) when in use as classrooms (now demolished).
Photo: ARG Archives 1995

Chapter 11: REGIONAL HOSPITAL

As originally conceived in 1937, a large station sick quarters with a dental block and a separate infectious diseases block were all located in the north-west corner of the school and adjacent to the west end of Fulton Block. Both hospitals were constructed in high-class timber huts arranged as spurs and connected together by corridors, and consisted of nine wards, operating theatre, X-ray department, laboratory and a dental surgery. By the end of 1939, its status had been raised to that of a station hospital. Meanwhile a larger Regional Hospital was constructed to the north-east of the school, designed around an octagon plan-form but again it was built as a hutted camp of huts arranged as spurs and connected together by corridors. It was constructed in sections and had at least partially opened by June 1940. The original station sick quarters was then joined to the original infectious diseases block to become the Infectious Diseases Hospital and a new isolated block was added to the site c.1939 as the infectious venereal diseases block.

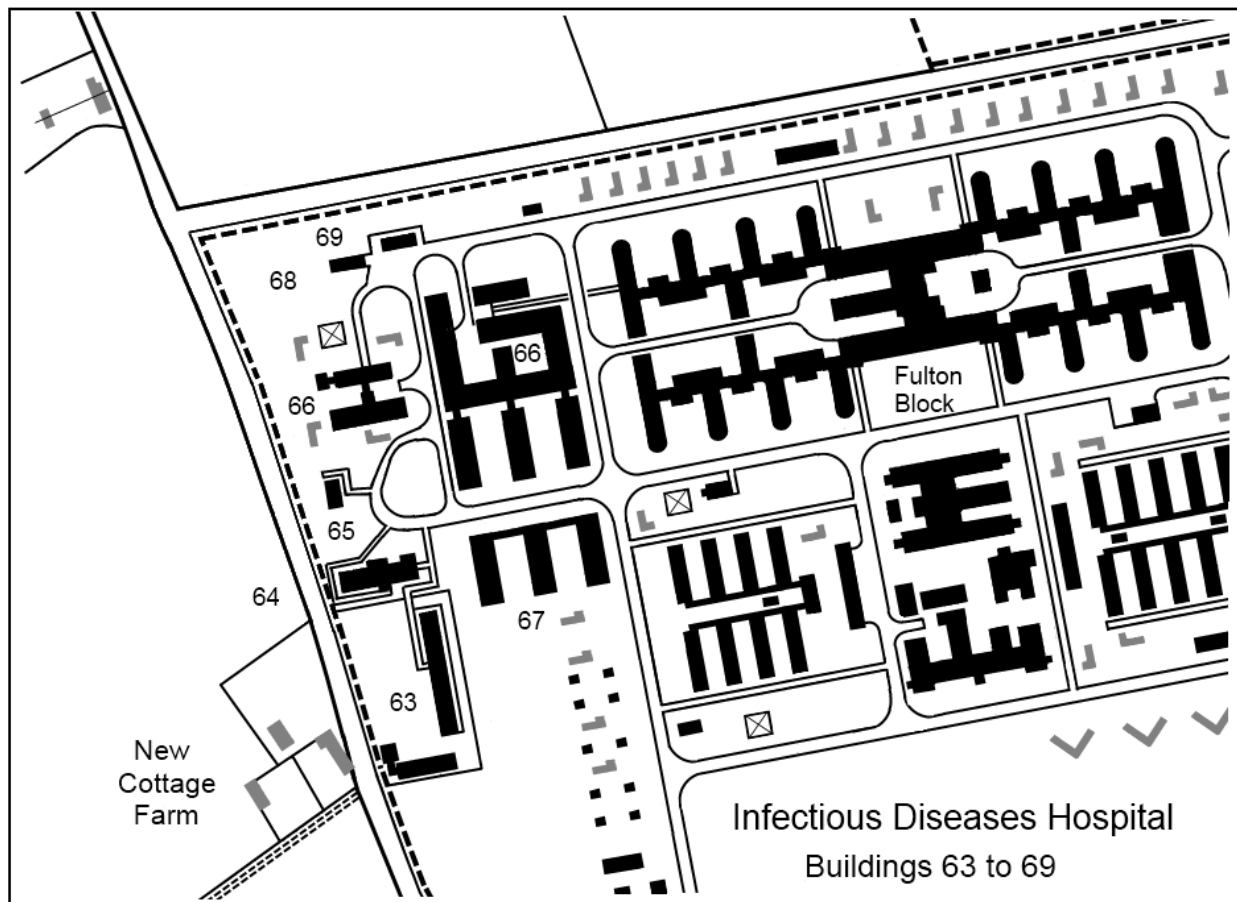


Fig 12: Infectious Diseases Hospital plan 1940

Blg.	Description	Drawing
63	Sisters' Mess	2035/39
64	Decontamination Centre	285/39
65	Gas Defence Centre	8632/37
66	Infectious Diseases Hospital	5917/40
67	Infectious Venereal Disease Wards	5919/40
68	Ambulance Garage & Mortuary	8623/39
69	Disinfector House	1040/39

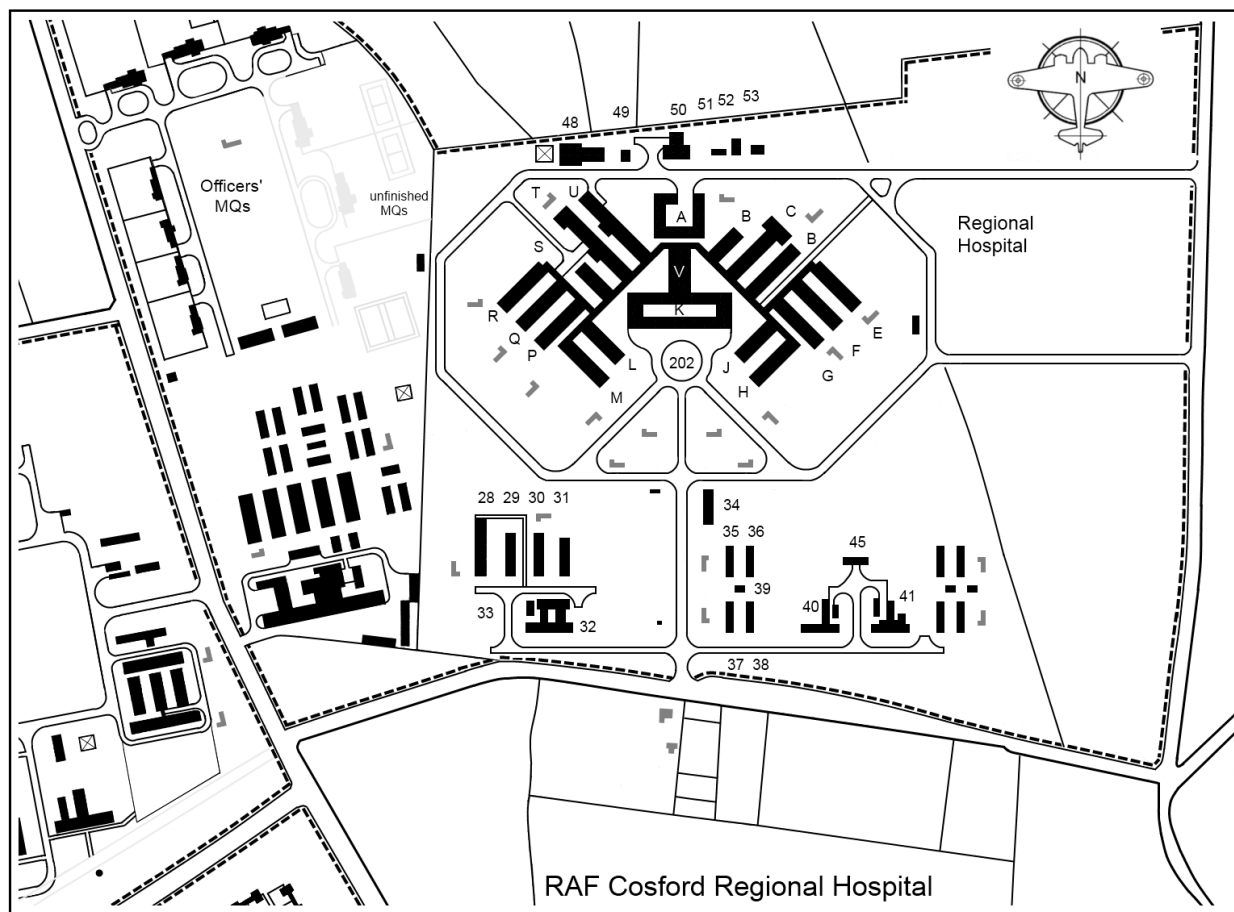


Fig 13: RAF Regional Hospital plan 1940

Spur	Description	Drawing
A	Kitchen	15049/39
B	Orthopaedic Centre	Unknown
C	Operating Theatre Block	12639/39
D	Officers' Ward	12954/39
E	Surgical Ward No.8	
F	Surgical Ward No.7	
G	Surgical Ward No.6	
H	Surgical Ward No.5	
J	Surgical Ward No.4	
K	Reception Block	
L	Medical Ward No.5	
M	Medical Ward No.4	
P	Medical Ward No.6	
Q	Medical Ward No.7	
R	Medical Ward No.8	
S	Medical stores & Dental Centre	
T	Family Ward	
U	Maternity Ward	
V	Laboratory & Dining Block	

Blg	Description	Drawing
28–31	Sister's Quarters	15043/39
32	Sisters' Mess	15043/39
33	Boiler House	unknown
34	Night duty hut	Unknown
35–38	Barrack Huts	Unknown
39	Ablution	CA658/40
40	Dining Room	5390/40
41	NAAFI	539/40
42–44	Unknown	Unknown
45	Ration Store	Unknown
46–47	Unknown	Unknown
48	Decontamination Centre type 'H'	16711/39
49	Disinfector House	Unknown
50	Boiler House	12912/39
51	By-Products Store	Unknown
52	Store	Unknown
53	Mortuary	15061/39

Plate 84:
Building 32
Sister's mess
(now demolished)



Plate 85:
Building 31
Sister's quarters
(now demolished)



Plate 86:
Building 29
Sisters' quarters



Plate 87:
Building 30
Sisters' quarters



All Photos:
ARG Archives 1995

Chapter 12: COSFORD'S AEROSPACE MUSEUM BACKGROUND

In the 1970s the policy for the maintenance of the RAF's non-flying historic aircraft rested with the Historic Aircraft Committee under the chairmanship of the Deputy Director of Organisation (RAF). Aircraft in this category were classified as:

- Assigned (machines on indefinite loan to the RAF Museum)
- Earmarked (reserved for possible display by the RAF Museum)
- Non-earmarked (to be maintained to a standard that would ensure at least a satisfactory appearance).

The principal centre for the display of aircraft is the RAF Museum at Hendon, but due to limited space there it is not possible to show all the exhibits, and as result Command Regional Historic Aircraft Collections were set up at RAF stations Colerne, Cosford, Finningley and St Athan; responsibility for the aircraft held was exercised by the various command headquarters. When Colerne closed as an RAF station, its collection was dispersed, most of the aircraft going to Cosford.

It was originally intended to rotate the exhibits between the RAF Museum and the regional collections, but due to access difficulties at Hendon and the rising cost in transport, this idea was scrapped. When the Command Regional Historic Aircraft Collection was established at Cosford, responsibility for upkeep of the aircraft was given to the Aircraft Maintenance Section.

When the collection began to arrive around 1972, visits could only be made by prior arrangement. In 1973 it was realised that the numbers involved were interfering with the primary task of the maintenance staff, which had to act as guides. In 1974 the museum began opening to the public on a regular basis, though during this year the response was fairly small. By 1975 the museum had become better known via advertising, word of mouth, and through television coverage, numbers increased to around 6–7,000 per opening which led to problems with security and crowd handling, but was resolved by using trainee personnel as patrols and car park attendants. The museum then opened on the first Sunday of each month from April through to October; no admission charge was made although a car parking fee of 50p per vehicle was collected.



Plate 88: Interior view of the museum's storage shed. Photo: 22-11-11



Plate 89: Ditto – note the main doors are inside the shed. Photos: 22-11-11



Plate 90: Visitors centre. Photo: 21-11-11

Chapter 13: AEROSPACE MUSEUM NEW KEY BUILDINGS

Visitors Centre (648)

The visitors centre, which opened in June 1998, has a 'T'-shaped plan form, with the head of the 'T' forming the front elevation and the main halls; it is symmetrical in planning with a projecting triangular-shaped entrance lobby with revolving door. This leads the visitor into a large open area, containing the restaurant on one side and open space on the other (which was originally designed as the museum shop). The public area of the main hall covers around half of the floor space. Behind the restaurant is the kitchen and food preparation areas and stores, while on the opposite side are additional museum stores. The visitor then enters into a funnel-shaped passageway which runs the full length of the tail of the 'T'. The visitor passes a reception area, toilets, the museum general office, two conference rooms, stores, and a board room before exiting the building.

The roof appears to have a wing-like profile, having a thick leading edge and thin trailing edge, plus a central triangular-shaped spine or 'fuselage' which tapers down towards the rear of the building. The front section is designed on a structural grid of 6m x 10.2m of circular steel columns and RSJs, while the rest of the building is based on a 6m x 6m structural grid. The first row of columns are outside the building and these are braced by tensioned wires against wind resistance. Continuous glass walling forms the front section, while the rear is plain plastic coated metal sheeting.



Plate 91: Rear view of the visitors centre. Photo: 21-11-11



Plate 92: Front elevation of the visitors centre. Photo: 21-11-11

National Cold War Exhibition Centre

The new museum houses a collection of Cold War aircraft and missiles displayed on two terraced levels, with a number of aircraft exhibits suspended from the roof. The building, which opened in February 2007, also incorporates teaching facilities, a lecture theatre and further services at basement level.

The building's form has been designed to evoke the turmoil and conflict of the Cold War era. Point-to-point the building is aligned east–west. Two equal and opposite triangular volumes appear to have been forced up out of the ground after a seismic event. Visitors enter and leave the building on a 'fault' line within the depth of the structure, passing under and over the wing of a Vulcan bomber by means of a suspended 40 metre long bridge. A glazed lift takes visitors up to a high level viewing platform.

The superstructure consists of a series of asymmetrical portal frames (unpainted steel, circular in section trusses at 8.4 metre centres), each one having a unique geometry as seen in width and rafter pitch, which gives a warped shape to the building. The frames are carried on mass concrete pad and strip foundations. The superstructure is clad with an aluminium standing seam system, which is supported by profiled steel decking spanning between the portal frames. The east and west gable ends of the building are formed from a tensioned fabric membrane which is supported off a series of demountable trusses. The ends are therefore, designed to be taken down to permit aircraft to be moved in and out of the building.

The upper floor is suspended constructed of a combination of flat and waffle slab units. Internal walls and columns are of conventional construction.

A continuous roof light allows a shaft of natural light to enter the building at a height of 28 metres above the main axis. The glazing continues down the end facades to ground level forming a jagged slash of light through the entire building from one corner to the other.



Plate 93: View looking north-west. Photo: 21-11-11



Plate 94: National Cold War Museum view looking south-west. Photo: 21-11-11



Plate 95: National Cold War Museum view looking north-east. Photo: 21-11-11



Plate 96: National Cold War Museum view looking south. Photo: 21-11-11

Michael Beetham Conservation Centre (665)

The MBCC was designed by the structural engineers Pell Frischmann and built by John Sisk and Son. The building covers a ground floor area of 2,436 square metres and consists of a steel-framed aisled hangar-like building which is based on a series of RSJ columns arranged as seven bays longitudinally. Central rows of columns rise above the outer aisles to form the aircraft erection hall which covers a central working area of 587 m² at 12 metres high. The erection hall also encroaches into the aisles with a working area of 687 m² each side and a minimum of 6 m clear height. The last bay at the rear is also of 687 m² and it too has a minimum working height of 6 m. The remaining parts of the outer aisles are divided up into dedicated fabrication shops, stores and working bays, plus a suite of offices. A mezzanine floor houses the technical records library and a crew room. Main doors are at the south-east gable end only and these are arranged in six leaves which, when in the open position, allow an opening of 24 m wide x 8 m high. The opposite gable end, which partly functions as the rear section of the main erection hall, also has a ground equipment bay. The wall cladding is half-round profile steel sheeting and the roof is aluminium ribbed seam roof cladding.



Plate 97: Restoration Centre (665). Photo: 21-11-11



Plate 98: Restoration Centre (665). Photo: 21-11-11



Plate 99: Interior view of restoration centre (665). Photo: 21-11-11



Plate 100: Ditto

Painting and Paint Stripping Building (666)

The MBCC paint shop and paint stripping shop was also designed by the structural engineers Pell Frischmann and built by John Sisk and Son. The building covers a ground floor area of 407 m². It is in three parts, consisting of a central full length narrow section, containing the ancillary rooms, including compressor plant, store rooms and toilets. On the west side is the full length paint stripping shop covering an area of 168 m², and on the east side is the paint shop also of 168 m², plus an extractor room at the rear. All three are accessed through dedicated entrances along the front elevation.

Construction is of a series of RSJ columns erected at 7m centres, arranged as three bays longitudinally, these support a curved RSJ roof rafters, so that the paint shop section has a greater roof height (7 m) than the stripping shop (5m). The main doors are located along the south-west elevation with 6m wide x 5m high roller shutter doors to the main shops. The wall cladding is half-round profile steel sheeting and the roof is aluminium ribbed seam roof cladding.

These MBCC buildings opened in May 2002.



Plate 101: Painting and paint stripping building (666). Photo: 21-11-11

Appendix I – Castle Bromwich Factory Ltd, Requisitioned Premises

As at 9 May 1941

No.	Works	Sq Feet
1	W & J Lawleys, Capewell Works, Wellington	28,000
2	Old Prison, Worcester – wing leading edges	10,400
3	Vincent Greenhouse, Shrewsbury	9,400
4	Column Garage, Shrewsbury – sub-assemblies	6,000
5	Midland Red Bus depot, Shrewsbury – wings	11,700
6	'El Dor' Soap Factory, Shrewsbury	5,000
7	ABC Carpet Trades Ltd, Kidderminster	32,700
8	Brintons Ltd, Kidderminster	24,000
9	Reid & Sigrest Ltd, Desford, Leicester – final assembly and air test	18,000
10	Loughton & Goodwin, Kidderminster (another source indicates Cascelloid Ltd, Owen Street, Coalville) – undercarriages	4,050
11	H Flude & Co Ltd, Rugby Street (or road), Hinckley – metal parts	10,700
12	Payne Garage, Watling Street, Hinckley – tool room	10,700
13	Parrs Garage, Leicester	Not required
14	Dolcis Shoe, Leicester	Not required
15	Wolseley Stores, Leicester	Not required
16	Saunders Garage, Worcester – pipe manufacture	4,460
17	Alfred Davies Ltd, Weymouth St Leicester Spitfire fuselage assembly	13,900
18	MJ Rice & Son, Leicester	Not required
19	AW Swann & Co, Leicester	Not required
20	Wildt & Co, Leicester	Not required
21	Old Skating Rink, Weston Boulevard, Leicester – Spitfire wings	9,000
22	AS Yates, Omega Works, Blackbird Road Leicester – Metal parts	4,550
23	Cosford (2 Robin Hangars) – final assembly and air test	6,000
24	Crosskeys, West Hagley	Not required
25	Ellesmere, The Mount	Not required
26	Charlton House, Hartlebury, Kidderminster	Not required
27	Far End (semi-detached houses), Sutton Coldfield for use as offices	Not required
28–30	Not allocated	n/a
31	Creswolds (Cresswells?) Garage, Knowle	Not required
32	Regal Garage	Not required
33	Clarks Garage	Not required
34	Wyandale (?) Social Club (may have changed to Searls Ltd – undercarriages)	Not required
35	Shropshire Iron Company	Not required
36	Oakville	Not required
37	Crossways, Desford	?
Note that 37 dispersal points were requisitioned but 12 were handed back to the area pool. 21 were required, 3 were not yet allocated and 1 was under consideration.		

Appendix II – Movement of Aircraft, June 1940 to November 1942

Type	Balance 31-05-40	Receipts	Total	Issues	Balance 30-06-40
Anson	37	24	61	34	27
Audax	7	1	8	0	8
Avro Tutor	3	0	3	0	3
Battle I	80	9	89	0	89
Battle target tow	0	12	12	2	10
Blenheim I	25	0	25	0	25
Blenheim IV	16	35	51	30	21
Beaufort	3	0	3	0	3
DH 89A	3	0	3	0	3
Dominie	2	0	2	0	2
Fairy	7	0	7	0	7
Gauntlet	3	0	3	0	3
Hampden	6	0	6	3	3
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	3	0	3	0	3
Heyford	1	0	1	0	1
Hind	3	0	3	0	3
Hudson	1	0	1	1	0
Lysander I	1	10	11	0	11
Lysander II	9	0	9	5	4
Magister	50	0	50	3	47
Moth Civilian	3	0	3	0	3
Roc	2	0	2	0	2
Spitfire	18	35	53	27	26
Tiger Moth	30	0	30	3	27
Whitley III	8	0	8	6	2
Whitley V	18	12	30	9	21
Totals	345	138	483	123	360

Type	Balance 30-06-40	Receipts	Total	Issues	Balance 31-07-40
Anson	27	29	56	25	31
Audax	8	0	8	0	8
Avro Tutor	3	0	3	0	3
Battle I	89	17	106	0	106
Battle towed target	10	7	17	11	6
Blenheim I	25	0	25	1	24
Blenheim IV	21	51	72	36	36
Beaufort	3	0	3	0	3
DH 89A	3	0	3	0	3
Dominie	2	0	2	0	2
Fairy	7	0	7	2	5
Gauntlet	3	0	3	3	0
Hampden	3	0	3	1	2
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	3	0	3	0	3
Heyford	1	0	1	0	1
Hind	3	3	6	4	2
Northrop	0	7	7	0	7
Lysander I	11	13	24	0	24
Lysander II	4	10	14	0	14
Magister	47	8	55	0	55
Moth Civilian	3	0	3	0	3
Roc	2	0	2	0	2
Spitfire	26	7	33	13	20
Tiger Moth	27	0	27	7	20
Wellington	0	14	14	0	14
Whitley III	2	0	2	2	0
Whitley V	21	4	25	10	15
Totals	360	170	530	115	415

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-07-40	Receipts	Total	Issues	Balance 30-08-40
Anson	31	13	44	21	23
Audax	8	0	8	0	8
Avro Tutor	3	0	3	0	3
Battle I	106	4	110	11	99
Battle target tow	6	0	6	4	2
Blenheim I	24	1	25	8	17
Blenheim IV	36	17	53	19	34
Beaufort	3	0	3	0	3
DH 89A	3	1	4	0	4
Dominie	2	4	6	1	5
Fairy	5	0	5	0	5
Hampden	2	0	2	0	2
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	3	0	3	2	1
Heyford	1	0	1	0	1
Hind	3	0	3	3	0
Lysander I	24	1	25	0	25
Lysander II	14	12	26	10	16
Magister	55	11	66	2	64
Moth Civilian	3	0	3	0	3
Northrop	7	8	15	0	15
Roc	2	0	2	0	2
Spitfire	20	22	42	29	13
Tiger Moth	20	1	21	1	20
Wellington	14	18	32	3	29
Whitley III	0	0	0	0	0
Whitley V	15	4	19	9	10
Totals	416	117	533	123	410

Type	Balance 31-08-40	Receipts	Total	Issues	Balance 30-09-40
Anson	23	3	26	21	5
Audax	8	0	8	0	8
Avro Tutor	3	0	3	0	3
Battle I	101	4	105	81	24
Blenheim I	17	7	24	1	23
Blenheim IV	34	17	51	29	22
Beaufort	3	0	3	0	3
Dragon Rapide	4	0	4	0	4
Dominie	5	2	7	0	7
Fury	5	0	5	4	1
Hampden I	2	0	2	2	0
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	1	0	1	0	1
Hind	1	0	1	0	1
Lysander I	25	0	25	24	1
Lysander III	16	15	31	3	28
Magister	64	1	65	25	40
Moth Civilian	3	0	3	1	2
Northrop	15	3	18	0	18
Roc	2	0	2	2	0
Spitfire I	9	40	49	46	3
Spitfire II	4	7	11	8	3
Tiger Moth	20	0	20	1	19
Wellington	29	10	39	9	30
Whitley III	0	1	1	0	1
Whitley V	10	7	17	15	2
Totals	410	117	527	272	255

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 30-09-40	Receipts	Total	Issues	Balance 31-10-40
Anson	5	15	20	4	16
Audax	8	0	8	3	5
Avro Tutor	3	0	3	2	1
Battle	24	17	41	18	23
Blenheim I	23	0	23	0	23
Blenheim IV	22	28	50	6	44
Beaufort	3	0	3	0	3
Dragon Rapide	4	0	4	1	3
Dominie	7	0	7	1	6
Fury	1	0	1	0	1
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	1	0	1	0	1
Hind	1	0	1	0	1
Lysander I	1	0	1	0	1
Lysander II	0	0	1	0	1
Lysander III	28	13	41	13	28
Magister	40	0	40	3	37
Moth Civilian	2	0	2	0	2
Northrop	18	0	18	5	13
Spitfire I	3	28	31	16	15
Spitfire II	3	13	16	11	5
Tiger Moth	19	0	19	12	7
Wellington	30	12	42	10	32
Whitley III	1	0	1	1	0
Whitley V	2	5	7	2	5
Totals	255	131	387	108	279

Type	Balance 31-10-40	Receipts	Total	Issues	Balance 31-11-40
Anson	16	8	24	11	13
Audax	5	0	5	2	3
Avro Tutor	1	0	1	0	1
Battle	23	29	52	10	42
Blenheim I	23	0	23	0	23
Blenheim IV	44	28	72	25	47
Beaufort	3	0	3	0	3
Dragon Rapide	3	1	4	4	0
Dominie	6	2	8	3	5
Fury	1	0	1	0	1
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	1	0	1	0	1
Hind	1	2	3	0	3
Lysander I	1	0	1	0	1
Lysander II	1	3	4	1	3
Lysander III	28	15	43	3	40
Magister	37	1	38	4	34
Moth Civilian	2	0	2	0	2
Northrop	13	0	13	2	11
Spitfire I	15	29	44	13	31
Spitfire II	5	12	17	6	11
Tiger Moth	7	0	7	0	7
Wellington	32	9	41	11	30
Whitley II	0	1	1	0	1
Whitley III	0	2	2	0	2
Whitley V	5	7	12	6	6
Totals	279	149	428	101	327

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-11-40	Receipts	Total	Issues	Balance 31-12-40
Anson	13	1	14	5	9
Audax	3	0	3	0	3
Avro Tutor	1	0	1	0	1
Battle	42	13	55	7	48
Blenheim I	23	0	23	0	23
Blenheim IV	47	11	58	19	39
Beaufort	3	0	3	0	3
Dominie	5	0	5	1	4
Fury	1	0	1	0	1
Harrow	3	0	3	0	3
Hart	3	0	3	0	3
Hector	1	0	1	0	1
Hind	3	0	3	2	1
Lysander I	1	0	1	0	1
Lysander II	3	0	3	0	3
Lysander III	40	7	47	14	33
Magister	34	9	43	2	41
Moth Civilian	2	0	2	0	2
Northrop	11	0	11	2	9
Spitfire I	31	28	59	9	50
Spitfire II	11	8	19	2	17
Tiger Moth	7	0	7	0	7
Wellington	30	8	38	11	27
Whitley II	1	0	1	0	1
Whitley III	2	0	2	0	2
Whitley IV	6	1	7	5	2
Totals	327	86	413	79	334

Type	Balance 31-12-40	Receipts	Total	Issues	Balance 31-01-41
Anson	9	0	9	1	8
Audax	3	0	3	0	3
Avro Tutor	1	0	1	0	1
Battle	48	1	49	5	44
Blenheim I	23	0	23	0	23
Blenheim IV	39	7	46	32	14
Beaufort	3	0	3	0	3
Dominie	4	0	4	1	3
Fury	1	0	1	0	1
Harrow	3	0	3	3	0
Hart	3	0	3	0	3
Hector	1	0	1	0	1
Hind	1	0	1	0	1
Lysander I	1	1	2	0	2
Lysander II	3	0	3	0	3
Lysander III	33	2	35	2	33
Magister	41	1	42	7	35
Moth Civilian	2	0	2	0	2
Northrop	9	0	9	1	8
Spitfire I	50	7	57	9	48
Spitfire II	17	6	23	8	15
Tiger Moth	7	0	7	0	7
Wellington	27	3	30	8	22
Whitley II	1	0	1	1	0
Whitley III	2	0	2	0	2
Whitley V	2	3	5	3	2
Totals	334	31	365	81	284

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-01-41	Receipts	Total	Issues	Balance 28-02-41
Anson	8	0	8	1	7
Audax	3	0	3	1	2
Avro Tutor	1	0	1	0	1
Battle trainer	1	1	2	0	2
Battle I	41	11	52	36	16
Battle target tow	2	1	3	3	0
Blenheim I & I (F)	23 + 0	2 + 2	25 + 2	2 + 0	23 + 2
Blenheim IV & IV (F)	6 + 8	34 + 2	40 + 10	7 + 0	33 + 10
Beaufort	3	0	3	0	3
Defiant	0	1	1	1	0
Dominie	3	0	3	2	1
DH 86	1	0	1	1	0
Hart	3	0	3	3	0
Hector	1	0	1	0	1
Hind	1	0	1	0	1
Lysander I & II	2 + 3	2 + 1	5 + 4	0 + 0	4 + 4
Lysander III & IIIA	33 + 0	4 + 5	37 + 5	7 + 0	30 + 5
Magister	35	0	35	11	24
Moth DH 60	2	0	2	1	1
Northrop	8	0	8	1	7
Spitfire I	48	19	67	23	44
Spitfire II	15	15	30	6	24
Spitfire V	0	4	4	0	4
Tiger Moth	7	0	7	6	1
Wellington IC	21	0	21	1	20
Wellington IA	1	0	1	0	1
Whitley II	2	0	2	0	2
Whitley V	2	8	10	9	1
Totals	284	112	396	122	274

Type	Balance 28-02-41	Receipts	Total	Issues	Balance 07-03-41
Anson	7	0	7	3	4
Audax	2	0	2	0	2
Avro Tutor	1	0	1	0	1
Battle trainer	2	6	8	0	8
Battle I	16	1	17	5	12
Battle target tow	0	1	1	0	1
Blenheim I & I (F)	23 + 2	0 + 20	23 + 22	20 + 0	3 + 22
Blenheim IV & IV (F)	33 + 10	19 + 0	52 + 10	26 + 1	26 + 9
Beaufort	3	0	3	0	3
Dominie	1	2	3	0	3
Hector	1	0	1	1	0
Hind	1	0	1	1	0
Lysander I & II	4 + 4	0 + 1	5 + 5	4 + 1	0 + 4
Lysander III	30	4	34	7	27
Lysander IIA	5	5	10	1	9
Magister	24	1	5	22	3
Moth DH 60	1	0	1	0	1
Northrop	7	0	7	6	1
Spitfire IA	44	7	51	14	37
Spitfire IIA	24	22	46	28	18
Spitfire VB	4	3	7	6	1
Tiger Moth	1	0	1	0	1
Wellington I	0	2	2	0	2
Wellington IC	20	6	2	3	23
Wellington II	0	2	2	0	2
Wellington 1A	1	1	2	0	2
Whitley III	2	0	2	1	1
Whitley IV	0	1	1	0	1
Whitley V	1	9	10	6	4
Totals	274	113	387	156	231

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 07-03-41	Receipts	Total	Issues	Balance 30-04-41
Anson	4	0	4	1	3
Audax	2	0	2	0	2
Avro Tutor	1	0	1	0	1
Battle trainer	8	2	10	9	1
Battle I	12	2	14	2	12
Battle target tow	1	0	1	0	1
Blenheim I	3	0	3	3	0
Blenheim I (F)	22	1	23	0	23
Blenheim IV	26	33	59	26	33
Blenheim IV (F)	9	2	11	9	2
Beaufort	3	0	3	0	3
Dominie	3	6	9	1	8
Lysander II	4	5	9	2	7
Lysander III	27	1	28	0	28
Lysander IIIA	9	5	14	0	14
Magister	3	3	6	2	4
Moth DH 60	1	0	1	0	1
Northrop	1	0	1	0	1
Spitfire IA	37	9	46	0	46
Spitfire IIA	18	9	27	14	13
Spitfire VB	1	6	7	1	6
Tiger Moth	1	4	5	2	3
Wellington I	2	0	2	0	2
Wellington IC	23	5	28	10	18
Wellington II	2	1	3	2	1
Wellington IA	2	0	2	2	0
Whitley III	1	0	1	0	1
Whitley IV	1	0	1	1	0
Whitley V	4	3	7	3	4
Totals	231	97	328	90	238

Type	Balance 30-04-41	Receipts	Total	Issues	Balance 31-05-41
Anson	3	1	4	2	2
Audax	2	0	2	0	2
Avro Tutor	1	0	1	0	1
Battle trainer	1	1	2	1	1
Battle I	12	3	15	4	11
Battle target tow	1	0	1	1	0
Blenheim I (F)	23	0	23	0	23
Blenheim IV	33	8	41	15	26
Blenheim IV (F)	2	0	2	2	0
Beaufort	3	0	3	0	3
Dominie	8	3	11	4	7
Lysander II	7	5	12	0	12
Lysander III	28	5	33	0	33
Lysander IIIA	14	1	15	1	14
Magister	4	7	11	4	7
Moth DH 60	1	0	1	1	0
Northrop	1	0	1	1	0
Spitfire IA	46	5	51	15	36
Spitfire IIA	13	13	26	20	6
Spitfire VB	6	20	26	8	18
Tiger Moth	3	1	4	0	4
Wellington I	2	0	2	0	2
Wellington IC	18	18	36	25	11
Wellington II	1	6	7	1	6
Whitley III	1	0	1	0	1
Whitley V	4	5	9	4	5
Totals	238	102	340	109	231

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-05-41	Receipts	Total	Issues	Balance 30-06-41
Anson	2	0	2	0	2
Audax	2	0	2	0	2
Avro Tutor	1	0	1	0	1
Battle trainer	1	0	1	0	1
Battle I	11	1	12	1	11
Blenheim I (F)	23	0	23	1	22
Blenheim IV (B)	26	9	35	26	9
Beaufort	3	0	3	0	3
Dominie	7	2	9	6	3
Lysander II	12	0	12	0	12
Lysander III	33	3	36	10	26
Lysander IIIA	14	0	14	8	6
Magister	7	13	20	1	19
Spitfire IA	36	6	42	20	22
Spitfire IIA	6	16	22	10	12
Spitfire IIB	0	3	3	0	3
Spitfire VB	18	22	40	20	20
Tiger Moth	4	0	4	2	2
Wellington I	2	0	2	1	1
Wellington IC	11	23	34	17	17
Wellington II	6	5	11	5	6
Whitley III	1	0	1	1	0
Whitley V	5	3	8	7	1
Totals	231	106	337	136	201

Type	Balance 30-06-41	Receipts	Total	Issues	Balance 31-07-41
Anson	2	0	2	0	2
Audax	2	0	2	2	0
Avro Tutor	1	0	1	1	0
Battle I	11	2	13	4	9
Battle T	1	0	1	0	1
Blenheim I (F)	22	0	22	12	10
Blenheim IV (B)	4	1	5	3	2
Blenheim IV (B) tropic	5	7	12	5	7
Beaufort	3	1	4	0	4
Dominie	3	5	8	3	5
Lysander II tropic	12	0	12	0	12
Lysander III	26	2	28	6	22
Lysander IIIA	6	0	6	5	1
Magister	19	6	25	4	21
Spitfire IA	22	0	22	19	3
Spitfire IIA	12	4	16	9	7
Spitfire IIB	3	0	3	3	0
Spitfire VB	20	20	40	26	14
Tiger Moth	2	0	2	0	2
Wellington I	1	0	1	0	1
Wellington IC	10	10	20	12	8
Wellington IC tropic	7	5	12	12	0
Wellington II	6	7	13	6	7
Whitley V	1	5	6	0	6
Totals	201	75	276	132	144

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-07-41	Receipts	Total	Issues	Balance 31-08-41
Anson	2	0	2	0	2
Battle I	9	1	10	2	8
Battle trainer	1	0	1	1	0
Blenheim I (F)	10	0	10	0	10
Blenheim IV (B)	2	0	2	0	2
Blenheim IV (B) tropic	7	25	32	12	20
Beaufort	4	0	4	2	2
Dominie	5	6	11	0	11
Lysander II tropic	12	0	12	11	1
Lysander II	0	1	1	0	1
Lysander III	22	12	34	11	23
Lysander IIIA	1	3	4	0	4
Magister	21	1	22	21	1
Spitfire IA	3	0	3	0	3
Spitfire IA (G)	0	1	1	0	1
Spitfire IIA	7	1	8	6	2
Spitfire IIB	0	1	1	0	1
Spitfire VB	14	36	50	36	14
Tiger Moth	2	0	2	0	2
Wellington I	1	0	1	0	1
Wellington IC	8	12	20	13	7
Wellington II	7	2	9	0	9
Wellington 2 tropic	0	9	9	3	6
Whitley IV	0	1	1	0	1
Whitley V	6	4	10	8	2
Totals	144	116	260	126	134

Type	Balance 31-08-41	Receipts	Total	Issues	Balance 30-09-41
Anson	2	8	10	1	9
Battle I	8	5	13	4	9
Blenheim I (F)	10	0	10	0	10
Blenheim IV (B)	2	0	2	0	2
Blenheim IV tropic	19	10	29	23	6
Beaufort	2	0	2	1	1
Dominie	11	0	11	3	8
Hurricane airframes	0	32	32	0	32
Lysander II tropic	1	0	1	1	0
Lysander II	1	1	2	0	2
Lysander III	23	5	28	5	23
Lysander IIIA	4	0	4	0	4
Magister	1	0	1	0	1
Spitfire IA	3	0	3	2	1
Spitfire II A (G)	1	0	1	1	0
Spitfire IIA long range	0	3	3	0	3
Spitfire IIA	2	6	8	1	7
Spitfire IIB	1	0	1	0	1
Spitfire VB	14	28	42	35	7
Spitfire VA	1	1	2	2	0
Tiger Moth	2	0	2	2	0
Wellington I	1	0	1	0	1
Wellington IC	7	3	10	5	5
Wellington IC tropic	0	8	8	3	5
Wellington II	9	0	9	8	1
Wellington II tropic	6	0	6	6	0
Wellington III	0	3	3	0	3
Whitley IV	1	0	1	0	1
Whitley V	2	8	10	5	5
Totals	134	121	255	108	147

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 30-09-41	Receipts	Total	Issues	Balance 31-10-41
Anson	9	0	9	0	9
Battle I	9	3	12	2	10
Battle trainer	0	4	4	0	4
Blenheim I (F)	10	0	10	3	7
Blenheim IV (B)	2	0	2	1	1
Blenheim IV (B) trop.	6	1	7	6	1
Blenheim V	0	4	4	0	4
Beaufort	1	0	1	1	0
Dominie	8	9	17	9	8
Hurricane airframes	32	2	34	0	34
Lysander II	2	0	2	0	2
Lysander III	23	0	23	10	13
Lysander IIIA	4	0	4	0	4
Magister	1	0	1	0	1
Spitfire IA	1	0	1	1	0
Spitfire IIA	7	2	9	4	5
Spitfire IIA Long	3	3	6	5	1
Spitfire IIB	1	0	1	1	0
Spitfire VA	0	3	3	0	3
Spitfire VB	7	26	33	29	4
Wellington I	1	0	1	1	0
Wellington IC	5	0	5	2	3
Wellington IC tropic	5	11	16	7	9
Wellington II	1	2	3	1	2
Wellington B III	3	10	13	0	13
Wellington IV	0	5	5	0	5
Whitley IV	1	0	1	0	1
Whitley V	5	4	9	2	7
Totals	147	89	236	85	151

Type	Balance 31-10-41	Receipts	Total	Issues	Balance 30-11-41
Anson	9	5	14	0	14
Battle I	10	6	16	2	14
Battle target tow	4	4	8	0	8
Battle trainer	0	1	1	0	1
Blenheim I (F)	7	0	7	2	5
Blenheim IV (B)	1	1	2	0	2
Blenheim IV (B) tropic	1	0	1	0	1
Blenheim V	4	5	9	0	9
Defiant airframes	0	9	9	0	9
Dominie	8	7	15	3	12
Hotspur II	0	2	2	0	2
Hurricane airframes	34	0	34	3	31
Lysander II	2	0	2	1	1
Lysander III	13	0	13	5	8
Lysander IIIA	4	0	4	3	1
Magister	1	0	1	1	0
Spitfire IIA	5	2	7	3	4
Spitfire IIA Long	1	0	1	0	1
Spitfire VA	3	3	6	3	3
Spitfire VB	4	30	34	24	10
Spitfire VC	0	1	1	0	1
Wellington IC	3	0	3	2	1
Wellington IC tropic	9	15	24	17	7
Wellington II	2	0	2	1	1
Wellington III	13	9	22	4	18
Wellington IV	5	0	5	2	3
Whitley III	0	1	1	0	1
Whitley IV	1	0	1	0	1
Whitley V	7	3	10	2	8
Totals	151	104	255	78	177

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 30-11-41	Receipts	Total	Issues	Balance 31-12-41
Anson	14	2	16	4	12
Battle I	14	0	14	0	14
Battle target tow	8	1	9	0	9
Battle trainer	1	1	2	0	2
Blenheim I (B) & I (F)	0 + 5	1 + 1	1 + 5	0 + 2	1 + 3
Blenheim IV (B)	2	0	2	0	2
Blenheim IV (B) tropic	1	0	1	1	0
Blenheim V	9	0	9	0	9
Defiant II airframe	9	1	10	0	10
Dominie	12	0	12	9	3
Hotspur II	2	3	5	0	5
Hurricane airframe	31	0	31	10	21
Lysander II & III	1 + 8	0 + 2	1 + 10	0 + 3	1 + 7
Lysander IIIA	1	0	1	0	1
Spitfire IA & IIA	0 + 4	1 + 2	1 + 6	0 + 1	1 + 5
Spitfire IIA Long	1	0	1	1	0
Spitfire IIB	0	1	1	0	1
Spitfire VA	3	3	6	1	5
Spitfire VB	10	20	30	19	11
Spitfire VC	1	2	3	0	3
Wellington IC	1	2	3	2	1
Wellington IC tropic	7	21	28	7	21
Wellington II & III	1 + 18	0 + 4	1 + 22	1 + 0	0 + 22
Wellington IV	3	0	3	0	3
Whitley III	1	0	1	1	0
Whitley IV & V	1 + 8	0 + 0	1 + 8	0 + 4	1 + 4
Whitley V non-op	0	1	1	0	1
Whitley VII	0	3	3	0	3
Totals	177	71	248	66	182

Type	Balance 31-12-41	Receipts	Total	Issues	Balance 31-01-42
Anson	12	1	13	3	10
Battle I	14	2	16	2	14
Battle target tow	9	2	11	0	11
Battle trainer	2	0	2	0	2
Blenheim I (B)	1	0	1	0	1
Blenheim I (F)	3	0	3	2	1
Blenheim IV (B)	2	0	2	0	2
Blenheim V	9	0	9	0	9
Defiant II airframe	10	0	10	0	10
Defiant II	0	3	3	0	3
Dominie	3	7	10	1	9
Hotspur II	5	4	9	5	4
Hurricane airframe	21	0	21	12	9
Lysander II & III	1 + 7	0 + 0	1 + 7	0 + 2	1 + 5
Lysander IIIA	1	0	1	1	0
Magister	0	1	1	0	1
Spitfire 1A	1	3	4	0	4
Spitfire IIA	5	4	9	3	6
Spitfire IIB	1	1	2	0	2
Spitfire VA	5	10	15	2	13
Spitfire VB	11	37	48	12	36
Spitfire VC	3	6	9	1	8
Whitley IV & V	1 + 4	0 + 1	1 + 5	0 + 0	1 + 5
Whitley V non-op	1	0	1	0	1
Whitley VII	3	4	7	0	7
Wellington IC	1	4	5	5	0
Wellington IC tropic	21	8	29	13	16
Wellington II & III	0 + 22	2 + 11	2 + 33	0 + 17	2 + 16
Wellington IV	3	0	3	0	3
Totals	182	111	293	81	212

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-01-42	Receipts	Total	Issues	Balance 28-02-42
Anson	10	4	14	8	6
Battle 1	14	2	16	1	15
Battle target tow	11	2	13	0	13
Battle trainer	2	0	2	0	2
Blenheim I (B) & I (F)	1 + 1	0 + 0	1 + 1	1 + 1	0 + 0
Blenheim IV (B)	2	1	3	0	3
Blenheim V	9	10	19	3	16
Defiant airframes	10	0	10	0	10
Defiant II	3	0	3	0	3
Dominie	9	2	11	4	7
Hotspur II	4	5	9	6	3
Hurricane airframes	9	0	9	9	0
Lysander II & III	1 + 5	0 + 0	1 + 5	0 + 4	1 + 1
Lysander IIIA target t	0	2	2	0	2
Magister	1	0	1	0	1
Spitfire IA & IIA	4 + 6	2 + 2	6 + 8	1 + 2	5 + 6
Spitfire IIB	2	0	2	0	2
Spitfire VA	13	0	13	0	13
Spitfire VB	36	27	63	16	47
Spitfire VC	8	4	12	1	11
Spitfire VI	0	1	1	0	1
Wellington IC & IV	0 + 3	1 + 0	1 + 3	0 + 0	1 + 3
Wellington IC tropic	16	22	38	14	24
Wellington II & III	2 + 16	1 + 4	3 + 20	2 + 1	1 + 19
Wellington II tropic	0	1	1	0	1
Whitley IV & V	1 + 5	0 + 16	1 + 21	1 + 2	0 + 19
Whitley non-op	1	0	1	0	1
Whitley VII	7	1	8	2	6
Totals	212	110	322	79	243
Type	Balance 28-02-42	Receipts	Total	Issues	Balance 31-03-42
Anson non-op	6	3	9	0	9
Battle I	15	3	18	0	18
Battle target tow	13	2	15	4	11
Battle trainer	2	0	2	0	2
Blenheim IV (B)	3	0	3	0	3
Blenheim V	16	2	18	2	16
Defiant II airframe	10	5	15	0	15
Defiant II	3	0	3	0	3
Dominie	7	3	10	3	7
Hotspur II	3	3	6	3	3
Lysander II & III	1 + 1	0 + 0	1 + 1	1 + 1	0 + 0
Lysander III TT	2	0	2	1	1
Magister	1	0	1	0	1
Spitfire IA & IIA	5 + 6	3 + 3	8 + 9	1 + 1	7 + 8
Spitfire IIB	2	0	2	1	1
Spitfire VA	13	0	13	0	13
Spitfire VB	47	25	72	19	53
Spitfire VC	11	2	13	2	11
Spitfire VI	1	1	2	0	2
Spitfire V PRU (D)	0	5	5	1	4
Spitfire V PRU (G)	0	4	4	1	3
Wellington IC tropic	24	5	29	7	22
Wellington II	1	4	5	1	4
Wellington IC	1	2	3	2	1
Wellington II tropic		0	1	1	0
Wellington III & IV	19	16	35	3	32
Wellington IV	3	0	3	0	3
Whitley V & VII	19 + 6	5 + 0	24 + 6	3 + 1	21 + 5
Whitley V non-op	1	0	1	0	1
Totals	243	96	339	59	280

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 01-04-42	Receipts	Total	Issues	Balance 30-04-42
Anson non-op	9	1	10	7	3
Battle I	16	2	18	6	12
Battle target tow	11	1	12	2	10
Battle trainer	4	0	4	0	4
Blenheim IVB non-op	3	1	4	2	2
Blenheim IV & V	1 + 15	1 + 3	2 + 18	2 + 1	0 + 17
Defiant II airframe	15	10	25	0	25
Defiant II	3	0	3	0	3
Dominie	8	5	13	5	8
Hotspur II	3	12	15	0	15
Lysander III target tow	1	3	4	0	4
Magister	1	0	1	0	1
Spitfire IA & IIA	7 + 8	5 + 3	12 + 11	0 + 0	12 + 11
Spitfire V PRU (D)	9	1	10	1	9
Spitfire V PRU (G)	3	0	3	0	3
Spitfire VA	8	1	9	0	9
Spitfire VB	53	37	90	29	61
Spitfire VC & VI	11 + 2	4 + 3	15 + 5	1 + 0	14 + 5
Tiger Moth	0	8	8	0	8
Wellington non-op	2	1	3	0	3
Wellington IC	6	1	7	6	1
Wellington IC tropic	15	0	15	8	7
Wellington II & III	4 + 32	0 + 2	4 + 34	3 + 9	1 + 25
Wellington IV	3	0	3	2	1
Whitley V & VII	21 + 5	4 + 0	25 + 5	5 + 0	20 + 5
Whitley V non-op	1	0	1	0	1
Totals	280	109	389	89	301

Type	Balance 01-05-42	Receipts	Total	Issues	Balance 31-05-42
Anson non-op	3	0	3	1	2
Battle I	12	1	13	2	11
Battle target tow	10	1	11	3	8
Battle trainer	4	4	8	0	8
Blenheim IV (B) nop	2	0	2	0	2
Blenheim V	17	0	17	0	17
Dominie / DH89A	8	1	9	5	4
Defiant II	3	0	3	0	3
Defiant II airframes	25	0	25	0	25
Horsa	0	3	3	0	3
Hotspur II	15	8	23	12	11
Lysander III & IIIA	0 + 0	1 + 1	1 + 1	0 + 0	1 + 1
Lysander III TT	4	1	5	0	5
Magister	1	1	2	0	2
Tiger Moth	8	17	25	0	25
Spitfire IA & IIA	12 + 12	6 + 6	18 + 17	0 + 1	18 + 16
Spitfire IIB	1	1	2	0	2
Spitfire PRU (D)	9	9	18	7	11
Spitfire PRU (G)	3	1	4	4	0
Spitfire VA	9	1	10	0	10
Spitfire VB	62	29	91	27	64
Spitfire VC	15	1	16	13	3
Spitfire VI	5	3	8	3	5
Wellington IC	1	2	3	0	3
Wellington IC non-op	3	0	3	1	2
Wellington IC tropic	7	0	7	7	0
Wellington II & III	1 + 25	0 + 0	1 + 25	0 + 1	1 + 24
Wellington IV	1	0	1	1	0
Whitley III & VII	0 + 5	1 + 0	1 + 5	1 + 2	0 + 3
Whitley V	20	8	28	1	27
Whitley V non-op	1	1	2	0	2
Totals	303	108	411	92	319

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type	Balance 31-05-42	Receipts	Total	Issues	Balance 30-06-42
Anson non-op	2	0	2	0	2
Battle I	11	6	17	6	11
Battle target tow	8	4	12	5	7
Battle trainer	8	2	10	2	8
Blenheim IV non-op	2	0	2	1	1
Blenheim IV & V	0 + 17	0 + 0	0 + 17	0 + 0	0 + 17
DH89	3	2	5	3	2
DH89A	1	0	1	0	1
Defiant II airframe	25	0	25	0	25
Defiant II	3	0	3	0	3
Horsa	3	9	12	0	12
Hotspur II	11	5	16	5	11
Lysander III	1	0	1	0	1
Lysander IIIA	1	2	3	1	2
Lysander III target tow	5	2	7	4	3
Lysander II target tow	0	2	2	1	1
Magister	2	0	2	1	1
Master	0	1	1	0	1
Tiger Moth	25	32	57	0	57
Spitfire IA	18	5	23	5	18
Spitfire IIA	16	8	24	2	22
Spitfire IIB	2	3	5	0	5
Spitfire V PRU (D)	11	0	11	0	11
Spitfire V PRU (F)	0	1	1	0	1
Spitfire V PRU (G)	0	0	0	0	0
Spitfire V PRU (W)	0	2	2	0	2
Spitfire VA	10	1	11	0	11
Spitfire VB	64	64	128	48	80
Spitfire VC	3	1	4	3	1
Spitfire VI	5	2	7	0	7
Spitfire IX	0	4	4	1	3
Wellington IC no-op	2	1	3	3	0
Wellington I A	0	1	1	0	1
Wellington IC	3	11	14	10	4
Wellington IC tropical	0	10	10	5	5
Wellington II & III	1 + 24	1 + 12	2 + 36	1 + 14	1 + 22
Wellington IV	0	1	1	0	1
Whitley V	27	0	27	3	24
Whitley V non-op	2	1	3	0	3
Whitley III	0	1	1	0	1
Whitley VII	3	0	3	3	0
Totals	319	197	516	127	389

Type	Balance 26-06-42	Receipts	Total	Issues	Balance 31-07-42
Anson non-op	2	7	9	2	7
Battle I	11	3	14	4	10
Battle target tow	7	2	9	2	7
Battle trainer	8	1	9	6	3
Blenheim IV no-op	1	0	1	0	1
Blenheim IV & V	0 + 17	0 + 0	0 + 17	0 + 13	0 + 4
DH89	2	0	2	0	2
DH89A	1	0	1	0	1
Defiant airframe	25	0	25	0	25
Defiant II	3	0	3	0	3
Horsa	10	20	20	1	19
Hotspur	11	16	27	0	27
Lysander 1	0	3	3	0	3
Lysander II target tow	1	2	3	1	2
Lysander III	1	1	2	0	2
Lysander IIIA	1	2	3	3	0

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type (contd)	Balance 26-06-42	Receipts	Total	Issues	Balance 31-07-42
Lysander III target tow	2	1	3	2	1
Magister	1	0	1	0	1
Master	1	0	1	0	1
Spitfire IA	18	6	24	9	15
Spitfire IIA	19	7	26	4	22
Spitfire IIB	5	1	6	0	6
Spitfire IV Y	0	2	2	1	1
Spitfire IV W tropical	0	2	2	2	0
Spitfire IV W	0	11	11	2	9
Spitfire V (D)	11	0	11	11	0
Spitfire V (F)	1	0	1	1	0
Spitfire VI PR	0	1	1	0	1
Spitfire VB	75	83	158	64	94
Spitfire VC	0	5	5	0	5
Spitfire VI	7	0	7	0	7
Spitfire IX	1	7	8	8	0
Tiger Moth	55	9	64	6	58
Wellington I	1	0	1	0	1
Wellington IC non-op	1	0	1	1	0
Wellington IC tropical	5	1	6	1	5
Wellington IC	2	1	3	2	1
Wellington II & III	0 + 23	3 + 1	3 + 24	0 + 4	3 + 20
Wellington IV	1	0	1	1	0
Whitley III non-op	1	0	1	0	1
Whitley V	25	1	26	5	21
Whitley V non-op	3	1	4	0	4
Totals	359	190	549	156	393
Type	Balance 31-07-42	Receipts	Total	Issues	Balance 31-08-42
Anson non-op	7	26	33	25	8
Battle I	10	0	10	1	9
Battle target tow	7	0	7	2	5
Battle trainer	3	1	4	1	3
Blenheim IV non-op	1	0	1	1	0
Blenheim IV & V	0 + 4	0 + 0	0 + 4	0 + 4	0 + 0
Dominie	2	0	2	1	1
DH 89A	1	0	1	1	0
Defiant airframe	25	0	25	0	25
Defiant II	3	0	3	0	3
Horsa	19	4	23	3	20
Hotspur	27	3	30	0	30
Lysander I	3	0	3	0	3
Lysander II target tow	2	0	2	2	0
Lysander III	2	0	2	0	2
Lysander IIIA	0	0	0	0	0
Lysander III target tow	1	0	1	0	1
Magister	1	0	1	0	1
Master	1	0	1	1	0
Spitfire IA	15	1	16	3	13
Spitfire II A	22	2	24	4	20
Spitfire IIB	6	0	6	0	6
Spitfire IV (Y)	1	0	1	0	1
Spitfire IV (W) tropical	0	0	0	0	0
Spitfire IV (W)	9	1	10	0	10
Spitfire V (D)	0	0	0	0	0
Spitfire VI PR	1	0	1	1	0
Spitfire VA	11	1	12	6	6
Spitfire VB	83	65	148	69	79
Spitfire VC	5	12	17	0	7
Spitfire VI	7	0	7	6	1

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type (contd)	Balance 31-07-42	Receipts	Total	Issues	Balance 31-08-42
Spitfire PR VII	0	1	1	0	1
Spitfire IX	0	0	0	0	0
Tiger Moth	58	0	58	4	54
Whitley II non-op	1	0	1	0	1
Whitley V	21	0	21	0	21
Whitley V non-op	4	0	4	1	3
Wellington I	1	0	1	1	0
Wellington IC	1	0	1	1	0
Wellington IC topical	5	0	5	5	0
Wellington II + III	3 + 20	0 + 0	3 + 20	3 + 0	0 + 20
Totals	393	117	510	146	354
Type	Balance 31-08-42	Receipts	Total	Issues	Balance 30-09-42
Anson non-op	8	17	25	19	6
Battle I	9	1	10	7	3
Battle target tow	5	2	7	4	3
Battle Trainer	3	0	3	2	1
Dominie	1	0	1	0	1
Defiant airframe	25	0	25	0	25
Defiant II	3	0	3	0	3
Horsa	20	2	22	8	14
Hotspur	30	5	35	2	33
Lysander I	3	1	4	1	3
Lysander II	0	1	1	1	0
Lysander III	2	0	2	1	1
Lysander IIA	0	3	3	0	3
Lysander III target tow	1	0	1	1	0
Magister	1	0	1	0	1
Spitfire IA	13	15	28	16	12
Spitfire IIA	20	5	25	7	18
Spitfire IIB	6	0	6	0	6
Spitfire IV (Y)	1	0	1	1	0
Spitfire IV (W)	10	0	10	8	2
Spitfire VA	6	2	8	6	2
Spitfire VB	79	64	143	86	57
Spitfire VC	7	4	11	4	7
Spitfire VI	1	0	1	0	1
Spitfire VII	1	0	1	0	1
Spitfire IX	0	0	0	0	0
Tiger Moth	54	5	59	0	59
Wellington III	20	0	20	3	17
Whitley III non-op	1	0	1	0	1
Whitley V	21	0	21	10	11
Whitley V non-op	3	0	3	1	2
Total	354	127	481	188	293
Type	Balance 30-09-42	Receipts	Total	Issues	Balance 31-10-42
Anson non-op	6	0	6	2	4
Battle I	3	0	3	2	1
Battle target tow	3	0	3	0	3
Battle trainer	1	0	1	0	1
Dominie	1	0	1	0	1
Defiant airframe	25	0	25	0	25
Defiant II	3	0	3	0	3
Horsa	14	35	49	1	48
Hotspur	33	5	38	10	28
Lysander I	4	1	5	0	5
Lysander III	1	2	3	1	2
Lysander IIIA	3	2	5	0	5
Magister	1	0	1	0	1

Appendix II contd. – Movement of Aircraft June 1940 to November 1942

Type (contd)	Balance 30-09-42	Receipts	Total	Issues	Balance 31-10-42
Spitfire IA	12	0	12	7	5
Spitfire IIA	18	0	18	4	14
Spitfire IIB	6	0	6	1	5
Spitfire IV Y	1	0	1	1	0
Spitfire IV W	2	0	2	0	2
Spitfire VB	57	7	64	40	24
Spitfire VC	7	1	8	0	8
Spitfire VI	0	2	2	0	2
Spitfire VI PR	1	1	2	2	0
Spitfire VA	2	0	2	0	2
Spitfire VII	1	0	1	0	1
Tiger Moth	59	1	60	23	37
Wellington III	17	0	17	14	3
Whitley V	11	0	11	7	4
Whitley III non-op	1	0	1	0	1
Whitley V non-op	2	0	2	0	2
Total	295	57	352	115	237
Type	Balance 31-10-42	Receipts	Total	Issues	Balance 30-11-42
Anson	4	0	4	2	2
Battle I (Merlin V)	1	0	1	0	1
Battle target tow	3	0	3	1	2
Battle trainer II	0	1	1	0	1
Battle trainer V	1	0	1	1	0
Blenheim I (B) & IV	0 + 2	1 + 0	1 + 4	0 + 0	1 + 4
Dominie	1	0	1	1	0
Defiant II airframe	25	0	25	0	25
Defiant II (Merlin XX)	3	0	3	0	3
Hotspur II	29	7	36	2	34
Horsa	54	35	89	14	75
Halifax	0	4	4	4	0
Lysander I	5	0	5	0	5
Lysander I target tow	0	1	1	0	1
Lysander III target tow	2	1	3	0	3
Lysander II	0	1	1	0	1
Lysander IIIA	5	0	5	0	5
Magister	1	0	1	0	1
Spitfire IA tropical	3	0	3	3	0
Spitfire IA	2	1	3	1	2
Spitfire IIA	14	0	14	4	10
Spitfire IIB	5	0	5	2	3
Spitfire PR IV (W)	2	0	2	0	2
Spitfire VB tropical	0	8	8	7	1
Spitfire VB VII	1	0	1	0	1
Spitfire VA	1	0	1	1	0
Spitfire VB	16	0	16	0	16
Spitfire VB (Merlin 46)	8	4	12	8	4
Spitfire VC	7	0	7	5	2
Spitfire VI	2	1	3	0	3
Spitfire VC tropical	1	12	13	2	11
Tiger Moth	37	8	45	6	39
Ventura	0	1	0	1	0
Wellington III	3	0	3	0	3
Whitley V	4	0	4	1	3
Whitley III & V non-op	1 + 2	0 + 0	1 + 2	0 + 1	1 + 1
Total	245	88	332	66	266

Note that from 1 December 1942 a new way of cataloguing the storage data came into use,
from which it is not possible to extrapolate the data to complete the year as the numbers do not necessary tie up.
This is because from that date only Class 1 aircraft were recorded. The data continues in the new form in Appendix 2.
Note: In Appendix 2 the month of February 1943 is missing from the ORB

Appendix III – Preparation & Movement of Class I Aircraft

Type	Received	Despatched	End of Last Month	December 1942	Total Class I Prepared
Anson	0	0	1	1	0
Blenheim I (F)	3	0	0	0	0
Blenheim I (B)	6	0	0	0	0
Blenheim IV (F)	5	0	0	0	0
Blenheim IV (B)	19	0	0	0	0
Hamlicar	1	0	0	0	0
Horsa I	36	19	10	1	10
Hotspur II	0	0	25	26	1
Lysander I target tow	0	1	0	1	2
Lysander II	3	0	0	0	0
Lysander II target tow	1	0	0	0	0
Lysander III target tow	2	2	2	1	1
Lysander IIIA	4	0	1	1	0
Lysander IIIA target tow	2	0	0	0	0
Spitfire IA (Merlin III)	0	1	0	0	1
Spitfire IIA (Merlin XII)	1	4	0	3	7
Spitfire IIB (Merlin XII)	0	1	0	0	1
Spitfire PR IV (W)	0	1	1	1	1
Spitfire VA (Merlin 45)	0	0	1	1	0
Spitfire VB (Merlin 45)	9	1	7	9	3
Spitfire VB (Merlin 46)	2	0	0	3	3
Spitfire VC (Merlin 46)	2	1	0	0	1
Spitfire VB tropical	0	9	0	0	9
Spitfire VC tropical	26	14	0	3	17
Spitfire VI (Merlin 47)	1	1	0	0	1
Spitfire IX (Merlin 61)	14	13	1	0	12
Tiger Moth	1	2	17	15	0
Totals	138	70	66	66	70

Type	Received	Despatched	End of Last Month	January 1943	Total Class I Prepared
Anson	0	0	1	1	0
Battle target t (Merlin V)	0	1	0	0	1
Blenheim I F	1	0	0	0	0
Blenheim IB	2	0	0	0	0
Blenheim IV F	1	0	0	0	0
Blenheim IV B	10	0	0	0	0
Horsa I	29	8	1	0	7
Hotspur II	0	0	26	26	0
Lysander I	0	0	0	1	0
Lysander I target tow	0	0	1	0	1
Lysander II	1	0	0	0	0
Lysander II P12	1	0	0	0	0
Lysander III	1	0	0	0	0
Lysander III target tow	0	1	1	0	0
Lysander IIIA	2	1	1	2	2
Lysander IIIA target tow	1	0	0	0	0
Spitfire IA (Merlin III)	0	2	0	0	2
Spitfire IIA (Merlin XII)	1	4	3	1	2
Spitfire PR VI (W)	0	1	1	0	0
Spitfire VA (Merlin 45)	0	0	1	1	0
Spitfire VB (Merlin 45)	12	2	9	7	0
Spitfire VB (Merlin 46)	1	3	3	3	3
Spitfire VC tropical	16	28	3	2	27
Spitfire VI (Merlin 47)	0	0	0	1	1
Spitfire IX (Merlin 61)	14	13	0	2	15
Tiger Moth	2	9	15	14	8
Wellington III	0	1	0	0	1
Whitley V	0	1	0	1	2
Totals	95	75	66	62	72

Appendix III contd. – Preparation & Movement of Class I Aircraft

Type	Received	Despatched	End of Last Month	March 1943	Total Class I Prepared
Anson	0	1	0	0	1
Battle I (Merlin V)	0	0	0	1	1
Blenheim I (B)	4	4	1	2	5
Blenheim IV (F)	1	0	0	0	0
Blenheim IV (B)	7	1	0	4	5
Blenheim V	2	0	0	0	0
Horsa I	40	15	0	6	21
Hotspur II	1	0	27	27	0
Lysander I	0	0	2	2	0
Lysander II target tow	0	1	1	0	0
Lysander III target tow	7	1	1	0	0
Lysander IIIA	4	1	3	3	1
Lysander IIA target tow	2	5	3	1	3
Spitfire IA	2	0	0	0	1
Spitfire IIA	0	1	0	0	0
Spitfire IIB	1	1	1	0	1
Spitfire PR IV (W)	0	1	0	0	0
Spitfire PR VI	0	1	1	2	0
Spitfire PR VIII	1	0	1	1	2
Spitfire VB (Merlin 45)	6	14	3	7	18
Spitfire VB (Merlin 46)	1	3	0	0	3
Spitfire VC (Merlin 45)	1	0	0	0	0
Spitfire VC (Merlin 46)	1	2	1	1	2
Spitfire VC tropical	21	25	1	0	24
Spitfire VI	2	1	0	0	1
Spitfire X	19	14	0	3	17
Tiger Moth	2	19	16	5	8
Whitley V non-op	0	0	1	2	1
Totals	125	111	63	64	116

Type	Received	Despatched	End of Last Month	April 1943	Total Class I Prepared
Battle I (Merlin V)	0	0	1	1	0
Blenheim I (B)	2	4	2	2	4
Blenheim IV (B)	2	4	4	4	4
Blenheim IV (F)	1	0	0	0	0
Blenheim V	3	0	0	0	0
Horsa I	33	33	6	16	43
Hotspur II	1	0	27	21	0
Lysander I	1	2	2	1	1
Lysander I target tow	3	0	0	0	0
Lysander II target tow	0	1	0	1	2
Lysander III target tow	19	1	0	0	1
Lysander IIIA	2	3	3	2	2
Lysander IIA target tow	1	2	1	0	1
Spitfire IIA	1	1	0	0	1
Spitfire IIB	1	0	0	1	1
Spitfire PR IV (W)	0	0	0	1	1
Spitfire PR VII	0	1	0	0	1
Spitfire PR VIII	0	2	2	0	0
Spitfire VA	0	0	1	0	0
Spitfire VB (Merlin 45)	4	5	7	4	2
Spitfire VB (Merlin 46)	0	2	0	0	2
Spitfire VC (Merlin 45)	0	0	0	1	1
Spitfire VC (Merlin 46)	1	0	1	1	0
Spitfire VC tropical	31	26	0	3	29
Spitfire VIII tropical	0	3	0	1	4
Spitfire VI	6	2	0	0	2
Spitfire IX	4	13	3	1	11
Tiger Moth	1	8	5	3	6
Whitley V non-op	0	1	2	0	0
Totals	117	114	67	64	119

Appendix III contd. – Preparation & Movement of Class I Aircraft

Type	Received	Despatched	End of Last Month	May 1943	Total Class I Prepared
Battle I (Merlin V)	0	0	1	1	0
Blenheim I (B)	2	1	2	0	0
Blenheim IV (B)	3	3	4	3	2
Blenheim IV (F)	2	0	0	0	0
Blenheim V	1	2	0	0	2
Blenheim V tropical	2	0	0	0	0
Horsa I	18	80	16	3	67
Hotspur II	10	0	21	6	0
Lysander I	1	0	1	1	0
Lysander I target tow	1	0	0	0	0
Lysander II target tow	1	0	1	1	0
Lysander IIA target tow	9	0	0	0	0
Lysander III target tow	18	4	0	0	4
Lysander IIIA	5	4	2	3	5
Spitfire IA & IIA & IIB	0 + 2 + 1	4 + 1 + 2	0 + 0 + 1	0 + 1 + 1	4 + 0 + 2
Spitfire PR IV (W)	2	1	1	0	0
Spitfire PR VII, XIII	0 + 2	1 + 0	0 + 0	0 + 1	1 + 1
Spitfire PR VA	1	0	0	1	1
Spitfire VB (Merlin 45)	14	11	4	3	10
Spitfire VB (Merlin 46)	1	0	0	0	0
Spitfire VB tropical	1	1	0	0	1
Spitfire VC (Merlin 45)	0	1	1	0	0
Spitfire VC (Merlin 46)	2	4	1	0	3
Spitfire VC tropical	20	22	3	5	24
Spitfire VIII tropical	8	6	1	0	5
Spitfire IX	2	2	1	1	2
Spitfire VI & VII	1 + 2	0 + 2	0 + 0	0 + 0	0 + 2
Spitfire XII	4	0	0	3	3
Tiger Moth	10	3	3	2	2
Totals	146	155	64	36	141

Type	Received	Despatched	End of Last Month	June 1943	Total Class I Prepared
Battle I	0	0	1	0	0
Blenheim I (B)	0	1	0	0	1
Blenheim IV (B)	3	1	3	6	4
Blenheim IV (F)	3	0	0	0	0
Blenheim V	1	0	0	0	0
Horsa	48	47	3	11	55
Hotspur II	1	2	6	4	0
Lysander I	0	0	1	0	0
Lysander I target tow	1	0	0	0	0
Lysander II target tow	1	0	1	0	0
Lysander III target tow	12	6	0	0	6
Lysander IIIA	0	0	3	0	0
Lysander IIIA target tow	0	3	0	0	3
Spitfire IA, IIA, IIB	1 + 3 + 3	0 + 3 + 2	0 + 1 + 1	0 + 0 + 0	0 + 2 + 1
Spitfire PR IV (W)	0	0	0	1	1
Spitfire PR XIII	0	0	1	2	1
Spitfire VA	0	1	1	0	0
Spitfire VB (Merlin 45)	12	14	3	7	18
Spitfire VB (Merlin 46)	2	1	0	0	1
Spitfire VC (Merlin 46)	0	1	0	0	1
Spitfire VC tropical	16	18	5	0	13
Spitfire VII	2	1	0	2	3
Spitfire VIII tropical	3	6	0	1	7
Spitfire IX	26	14	1	1	14
Spitfire IX tropical	1	1	0	0	1
Spitfire XII	1	3	3	0	0
Tiger Moth	2	2	2	0	0
Totals	142	127	36	35	132

Appendix III contd. – Preparation & Movement of Class I Aircraft

Type	Received	Despatched	End of Last Month	July 1943	Total Class I Prepared
Blenheim I (B) & I (F)	0 + 0	5 + 5	0 + 0	1 + 0	6 + 5
Blenheim IV (B) & IV (F)	5 + 0	2 + 0	6 + 0	4 + 0	0 + 0
Blenheim V	0	0	0	3	3
Defiant	0	10	0	0	10
Horsa	24	41	11	12	42
Hotspur	0	2	4	2	0
Lysander I & I (tt)	0 + 0	3 + 2	0 + 0	0 + 2	3 + 4
Lysander II	0	8	0	0	8
Lysander II & III target t	0 + 13	4 + 1	0 + 0	0 + 0	4 + 1
Lysander IIIA target tow	4	0	0	0	0
Lysander IIIA	4	2	0	1	3
Spitfire IA & IIA	0 + 2	1 + 2	0 + 0	0 + 0	1 + 2
Spitfire IIB	0	2	0	1	3
Spitfire PR IV (W)	1	2	1	0	1
Spitfire PR XIII	0	0	2	1	0
Spitfire VA	1	1	0	0	1
Spitfire VB (Merlin 45)	5	16	7	0	9
Spitfire VB (Merlin 46)	4	2	0	0	2
Spitfire VC (Merlin 45)	1	0	0	0	0
Spitfire VC tropical	19	10	0	5	15
Spitfire VI & VII	1 + 0	0 + 1	0 + 2	0 + 0	0 + 0
Spitfire VIII tropical	4	2	1	1	2
Spitfire IX	9	0	0	0	0
Spitfire IX tropical	10	21	1	1	21
Spitfire XII	0	1	0	0	1
Tiger Moth	1	6	0	0	6
Wellington III	0	1	0	0	1
Whitley V non-op	0	1	0	0	1
Blenheim I (B) NEA	1	1	0	0	1
Blenheim IV (F) NEA	1	0	0	0	0
Lysander II tt NEA	1	0	0	0	0
Blenheim IV (B) NEA	1	2	0	0	2
Totals	112	157	35	34	158

Type	Received	Despatched	End of Last Month	August 1943	Total Class I Prepared
Battle target tow	0	1	0	0	1
Blenheim I (B) & I (F)	0 + 0	1 + 0	1 + 0	1 + 1	1 + 1
Blenheim IV (B) & IV (F)	10 + 3	1 + 7	4 + 0	5 + 0	2 + 7
Blenheim V	0	0	3	4	1
Defiant II	0	5	0	0	5
Horsa	46	44	12	11	43
Hotspur	0	2	2	2	2
Lysander I	0	1	0	0	1
Lysander I & III target t	0 + 1	3 + 2	2 + 0	0 + 0	1 + 4
Lysander IIIA	2	4	1	2	3
Lysander IIIA target tow	1	2	0	0	2
Spitfire IA & IIA	0 + 1	0 + 1	0 + 0	0 + 0	0 + 0
Spitfire IIB	1	1	1	0	1
Spitfire PR XIII	0	0	1	1	0
Spitfire VB (Merlin 45)	3	7	0	0	7
-ditto - crop	0	0	0	2	2
Spitfire VB (Merlin 46)	0	4	0	0	4
Spitfire VC (Merlin 45)	0	1	0	0	1
Spitfire VC (Merlin 46)	2	1	0	0	1
Spitfire VC tropical	8	17	5	0	12
Spitfire VIII tropical	34	18	1	1	18
Spitfire IX tropical	8	3	1	0	2
Spitfire VI (Merlin 47)	1	1	0	0	1
Spitfire IX & XII	14 + 0	11 + 1	0 + 0	0 + 0	11 + 0
Whitley III	0	1	0	0	1
Totals	135	140	34	30	136

Appendix IV – Horsa Main and Sub Contractors

These contractors were active 22 October 1941 and November 1943

Part	Contractor	Sub-Contractor
Mainplane		
Centre Section	Waring and Gillow (600 sets)	Fishers of Preston CWS Manchester Earnshaw & Booth of Manchester Entwistle & Kenyon of Accrington
Outer Wings & Aileron	Craven Brothers, Sheffield (165 sets)	LNER & LMS workshops
	Wolseley Motors, Birmingham (165 sets)	Mulliners Birmingham Morris Motors (bodies branch) Coventry JP White, Bedford Hy (sic) Stone, Banbury
	LNER, York and Doncaster (165 sets)	Nil
	LMS, Nelson Street, Derby (Wolverton Works) (105 sets less ailerons)	
Flaps and Ailerons	William Lawrence Co Ltd, Colwick, Nottingham (600 set flaps and 105 ailerons)	Buoyant Upholstery, Sandiacre, Derbyshire Stag Cabinet Co, Nottingham Loughborough Cabinet Co, Loughborough
Fuselage		
Front Portion	Boulton Paul, Melton Mowbray, Leicestershire (300 sets)	Nil
	The Gramophone Co, Hayes (300 sets)	
	HH Martyn (Aircraft) Ltd, Cheltenham (added in November 1943)	
	Frederick Sage & Co Ltd, Enfield removed from the list before May 1943	
Centre Portion	Harris Lebus Ltd, Tottenham N17 (300 sets)	
	Austin Motor Co, Birmingham (300 sets)	
	Waring & Gillow (1932) Ltd, Lancaster added in November 1943	
Rear Portion & undercarriage Skid	George Parnall, Fishponds, Bristol (300 sets)	
	Tylers Ltd, Stroud (300 sets)	
Tailplane	Sam Elliotts & Sons Ltd, Caversham, Reading (330 sets)	White Allom Ltd, NW10 Styles & Mealing, High Wycombe CWS Enfield
	Morris Motors, Cowley, Oxford (135 sets)	Nil
	Southern Railway, Deepdene Hotel, Dorking, Eastleigh and Lancing (135 sets)	
	Austin Veneer and Panel Co added in November 1943	
Metal Details & Undercarriage	Metal Box Co Ltd, Greenford	Nil
Undercarriage Assemblies	J Evans & Sons Ltd, Frome (600 sets)	Strachan Successors, Acton
Nose Wheels	Rodd Engineering Co, Walton-on-Thames added in November 1943?	Nil

Appendix V – Czechoslovakia Depot Personnel Postings

Period: August to December 1940

Station	Date	Officers	Airmen	Interpreters	Notes
Aston Down	14-09-40	0	4	0	5 OTU – four sergeant pilots
Babbacombe	26-10-40	0	33	0	
Bassingbourn	21-09-40	0	0	1	
Benson	30-09-40	0	2	1	12 OTU
	04-10-40	0	2	0	
Cambridge	04-10-40	0	6	0	2 Initial Training Wing
Cardington	21-09-40	0	0	1	No.1 Reception Centre
Cholmondeley Park	09-10-40	3	0	0	Returned to 1st Brigade HQ, Czechoslovak Army camp near Malpas having resigned their commissions in the RAF
	13-10-40	0	6	0	Discharged from the RAF and returned to the 1st Brigade
	22-10-40	0	1	0	
Cranwell	19-10-40	0	2	0	Sergeant pilots
Dumfries	04-10-40	1	14	0	Bombing and Gunnery School
Duxford	06-08-40	10	14	0	312 Squadron formed at Duxford on 29 August and the unit became operational on 2 October at Speke (see below).
	05-09-40	10	82	0	312 Squadron
	19-09-40	4	0	0	
	21-09-40	1	2	0	
	21-09-40	0	0	3	310 Squadron had formed on 10 July and became operational on the 17 August.
	30-09-40	1	2	0	310 Squadron
	01-10-40	1	2	0	
	19-11-40	0	12	0	
Hednesford	24-09-40	0	4	0	3 Training Wing
Hendon	29-08-40	7	17	0	24 Squadron (a communications squadron)
	21-09-40	0	0	2	RAF Hendon
	29-10-40	1	0	0	24 Squadron
Honington	29-07-40	53	179	0	311 Squadron under the command of Lt Col K Toman. This squadron formed on that date with Wellingtons (3 Group) and first went into action on the night of 10/11 September 1940.
	21-09-40	0	0	4	
	28-09-40	1	1	0	
	19-11-40	0	9	0	
Melksham	08-10-40	0	0	1	
Newmarket	29-10-40	1	0	0	HQ 3 Group on meteorological duties
Sutton Bridge	21-09-40	20	0	0	6 OTU
	26-09-40	9	11	0	
Speke	25-09-40	0	32	0	312 Squadron
	04-10-40	0	2	0	312 Squadron (the conduct of these two men was unsatisfactory)
Upavon	05-10-40	0	2	0	Central Flying School
	19-10-40	0	2	0	Sergeant pilots

Appendix VI – Training Programme No.2 S of TT (May 1940)

Weeks 1 and 2: Airframes – Practical, Hurricane and Battle (one group of 15)

- Description and definition of components.
- Construction details in fuselage, wings and tail unit.
- Methods of dismantling (part dismantling).
- Repairs of structures, manufacture of shaped fittings, description of riveting, welding, and anti-corrosive treatments.
- Controls, relevant fittings and actuation etc.
- Aircraft timbers.
- Principles of rigging, aligning and erection of airframe, adjustment of control surfaces.
- Procedure and relevant publications for demanding spares, modification action, log-book entries etc.

Weeks 3 and 4: Engines – Practical – Kestrel and Mercury (one group of 15)

- Partial dismantling of liquid cooled and air-cooled engines.
- Viewing main components in assembled condition, including cylinder blocks, cylinder heads, reduction gears, superchargers, timing gear assemblies, and carburettors.
- Erection, timing, split-pinning, adjustment of controls, and locking.
- Procedure and relevant publications for demanding spares, modification action and log-book entries.

Weeks 5 and 6: Airframe Components Practical (one group of 15)

- Repair schemes in detail.
- Repairs to hydraulic systems, tanks, undercarriages, wheels, brakes, tyres, and instruments.
- Development of unusual pattern fittings.
- Pipe lines and their fittings.
- Viewing sheets and their application.
- Descriptions and demonstrations of special jigs, fixtures and tools.
- Doping and painting (visit appropriate shops).
- Aircraft repair section – organisation and relevant publications.

Weeks 7 and 8: Engine Components – Practical (one group of 15)

- Dismantling, viewing and assembly of major components.
- Repair and test methods for radiators and oil coolers.
- Overhaul and maintenance of electrical and compressed air starters, hydraulic pumps, magnetos, carburettors, superchargers, and engine instruments.
- Uses of special jigs, fixtures and tools.
- Viewing sheets entries and their application.
- Engine repair section organisation and relevant publications.

Weeks 9 to 11: Aerodrome Course – Practical (three groups of 10)

- Aerodrome and flight procedure, aircraft maintenance and handling, Form 700, log-books and flight procedures.
- Engine installation and methods of testing.
- Variable pitch airscrews, station flight and squadron organisation.
- Visit to 9 MU.
- Inspection of airframes and engines following minor crash.

Week 12

- Completion of lectures.
- Examination followed by posting
- Clearances etc.

Appendix VII – Passive Defence Plan 1962

Cosford is within 15 miles of a major industrial area and would have been affected by the immediate and residual effects of attack on these areas.

In war, RAF Cosford would have:

- Administrative HQ and defence HQ in a command post
- Passive defence sections which were to be organised as passive defence groups
- Personnel and boy entrants of No.2 S of TT would cease training with the introduction of RAF Alert Phase II
- No.216 MU would continue its existing function of MT distribution
- RAF Hospital Cosford, reinforced by 7641 Reserve Flight, would function as a 'cushion hospital' under the Regional Hospital Group. A cushion hospital was one which relieves pressure on the hospitals in safe areas by holding casualties until they are called forward for evacuation.
- Four Civil Defence Mobile Fire Columns will probably be based at Cosford. One column consists of 680 personnel and 105 vehicles.
- A light aircraft communications flight of 24 Squadron would be based at Cosford for Civil Defence reconnaissance and communication flying.

The station was situated within No.9 Civil Defence Region, this region was sub-divided into:

- Groups – 7 Group with HQ at Shrewsbury
- Areas – DELTA Area with HQ at Wellington
- Sectors – Shifnal
- Warden Post – the nearest warden post was at Albrighton Police Station which was designated: 97D X Q4.

The intension was to protect personnel from the immediate and residual effects of nuclear, chemical, biological and conventional attack.

The station passive defence plan covered the following phases:

- Phase 1: Peacetime – planning and training for the future
- Phase 2: Alert Procedure – preparations for maximum survival
- Phase 3: Post attack – survival with minimum radiation injury
- Phase 4: Active Tasks – support to operational units and Civil Defence.

Phase 1: Peacetime

The defence plan was to be exercised at least once a year – all personnel were to be trained in accordance with the standards laid down in AP3305, Ground Defence Training.

- Specialist Passive Defence Sections were to be trained and practised
- All shelters and refuges were to be kept free of rubbish and water
- Protection factors for all buildings were worked assessed and had to be updated
- A signals plan for wireless communication with higher formations was prepared
- Posters indicating the location of refuges and shelters were to be displayed on all domestic accommodation
- The defence HQ was modified to give a protection factor of at least 150
- Passive and defence equipment was stored in the defence HQ and in a Bellman hangar on Site 'F'
- Should the station be badly damaged in an attack, outside assistance would be required and a close liaison with outside service units were to be maintained
- CD units which formed on the station were to be accommodated on 'A' Site, in hangars 2 and 3.

Phase 2: Alert Procedure

An alert period of at least three days was anticipated. Should a surprise attack occurred without and period of alert, all personnel were to go to their allocated refuges.

Air-raid and fall-out warnings were to be received and distributed as follows:

	Code	Meaning	Received	Distributed
Air-Raid Warning	Red	Air attack	GPO carrier line broadcast	Siren and Tannoy
Fall-Out Warning	Grey	Fall-out likely within one hour	Royal Observer Corp HQ on CLB and CD or unit monitors	Siren and Tannoy
	Black	Fall-out imminent	ROC / CD / unit monitors	Siren (warbled note / Tannoy / verbally
	Green	Cancels Grey or Black	CD	Tannoy / verbal
	Blue	Fall-out complete	CD	For defence commander only

- On receiving a Red Warning passive defence groups were to immediately take shelter; individuals and families were to go to the nearest shelter and remain there until instructions to move were received.
- One receiving a Grey or Black Warning, passive defence groups were to check their sectors, and make sure the refuges were occupied. Then take refuge, and notify Defence HQ of radiation readings every 15 minutes. Individuals were to go immediately to their refuge and await further instructions.

The plan of action on receiving of a warning of impending hostilities was as follows:

- Personnel collected passive defence equipment stored from an 'F' Site Bellman hangar
- Passive Defence Sections were to collect their specialist equipment from Defence HQ
- A Defence HQ was to be established in a command post in building 527 on 'A' Site
- An armoury was to be established in the MU guardroom
- No.4 Boy Entrant Squadron, less nursing attendants and fire and rescue trained boys were to form a security squadron
- Families living on or near the station were to proceed to a type 'E' storage shed (hangar 10) on 'D' Site
- Passive Defence Sections were to be set up and manned in each part of the station designated as a 'sector'.

Tasks

Personnel were to be mustered for tasks in the Alert Phase as follows:

- All No.1 (BE) Squadron personnel less who were passive defence trained were tasked with equipment
- 'A', 'B' and 'C' Flights of ITS (24 NCOs) of Training Wing were tasked with catering
- All No.2 (BE) Squadron less personnel who were passive defence trained were tasked with sandbagging
- 'D' Flight ITS were tasked with works and assisting AMWD
- 'E' Flight ITS were tasked with mechanical transport tasks
- 'F' Flight ITS (6 NCOs) of Training Wing were tasked with assisting 236 MU
- No.4 (BE) Squadron less personnel who were passive defence trained were charged with security
- No.3 (BE) Squadron less personnel who were passive defence trained, were tasked as marshals for refuges and to be held in reserve.

Sectors

- No.1 Sector: 236 MU Site 'A' with Command Post
- No.2 Sector: No.2 S of TT
- No.3 Sector: Regional Hospital Site
- No.4 Sector: AM's Married Quarters

Refuge Accommodation

Each refuge hangar was to be prepared to accommodate 500 personnel and would be stocked with 14 days rations and at least 200 gallons of water in any available container. Field or improvised field kitchens were to be made available at each of the refuge sites.

A further reserve for 42 days was to be stored inside No.5 hangar on 'B' Site. Sanitary facilities were also to be established in each refuge area, in the form of deep trench latrines.

- All static water tanks were to be filled
- Vehicles and MT were to be protected from the immediate effects of a local attack

Reinforcement of Essential duty posts were to be reinforced as follows:

- Security and police – an armed security squadron from No.4 (BE) Squadron would assist the station police
- Passive Defence Sections were to be reinforced with Boy Entrants from all squadrons who were trained in fire fighting, light rescue or first aid.
- The SSQ was to be reinforced by all Boy Entrant Nursing Attendants and the staff of the Nursing Attendant Training Flight.

Communication systems were to be tested and alternative ones provided if possible. Air Traffic Control and Station Flight were to be manned as detailed by OC flying. All reserve PD equipment was to be tested and prepared for later tasks; this equipment was to be stored in No.4 Hangar on 'B' Site.

Site 'D' Regional Hospital and families

- Hangar No.9: Hospital staff and personnel of 7641 Reserve Flight
- Hangar No.10: Families
- Hangar No.11: Hospital patients

Site 'C' Personnel of No.2 (BE) Wing and Initial Training Squadron

- Hangar No.6: Boy entrants and staff of ITS
- Hangar No.7: No.1 (BE) Squadron
- Hangar No.8: No.2 (BE) Squadron

Site 'B'

- Hangar No.5: Personnel of training and administrative wings, including personnel of the Light Aircraft Squadron and civilian staff of 236 MU
- Hangar No.4: Reserved personnel for Passive Defence Section and the Security Squadron

Fulton Block

All hutted and barrack accommodation was to be vacated except for Fulton Block where No.3 BE Squadron was to remain with controlling staff. Their refuge was the middle floor of Fulton Block. In emergency these personnel would be evacuated to Nos.7 and 8 Hangars on 'C' Site. All windows were to be white-washed.

Accommodation for Refugees

Any authorised refugees were to be accommodated in the new permanent barrack blocks and on arrival would be processed in the gymnasium where they would be allocated their accommodation. They would be expected to dig their own shelter trenches.

First Aid

Casualties were to be removed to the sector Casualty Clearing Post for immediate treatment and subsequent removal to the SSQ in 'D' Site (Hangar No.11). The dead were to be removed to temporary mortuaries which were established in each Sector.

SOURCES

Primary – Files at TNA

AIR 2/3639	Purchase of housing estate at Albrighton	1939–41
AIR 2/9972	Unit badge RAF Cosford	July 1948 – Apr 1949
AIR 2/14156	Works projects	1950–61
AIR 2/15169	Works projects	1959–64
AIR 2/15477	Unit badge RAF Hospital Cosford	1960–63
AIR 2/16062	RAF Cosford deployment policy	1961–70
AIR 2/17838	Organisation policy	1963–66
AIR 2/17839	Organisation policy	1966–71
AIR 2/18861	Organisation policy	1972–77
AIR 20/11260	Purchase of land by Personnel Services Institute	1962–68
AIR 20/12664	Links between the RAFM, Biggin Hill and Cosford	Jan 1975 – Dec 1976
AIR 20/8784	Repatriated RAF POWs at Cosford: medical aspects	1945
AIR 49/386	Formation of 106 Personnel Reception Centre	Aug 1944 – Oct 1945
AIR 49/387	The reception, transit and eventual disposal of repatriated POWS	Aug 1945
AIR 28/173	Cosford ORB	Jan 1940 – Dec 1945
AIR 28/1172	Cosford ORB	Jan 1946 – Jan 1951
AIR 29/1091	No.4 Medical Rehabilitation Unit ORB	Oct 1945 – Oct 1946
AIR 29/1631	Officer Cadet Training Unit ORB	May 1946 – December 1950
AIR 29/1842	No.1 School of Physical Training ORB	Jan 1946 – Dec 1950
AIR 29/4274	Cosford ORB	1971–75
AIR 29/4571	No.2 School of Technical Training ORB	Jan 1976 – Sep 1976
AIR 29/4572	No.2 School of Technical Training ORB	Oct 1976 – Jun 1977
AIR 29/4573	No.2 School of Technical Training ORB	Jul 1977 – Jun 1978
AIR 29/4574	No.2 School of Technical Training ORB	Jul 1978 – Mar 1979
AIR 29/4575	No.2 School of Technical Training ORB	Apr 1979 – Dec 1979
AIR 29/4576	No.2 School of Technical Training ORB	Jan 1980 – Dec 1980
AIR 29/4660	RAF Hospital Cosford ORB	Jan 1976 – Dec 1977
AIR 29/33	1 Camouflage Unit ORB	Oct 1939 – July 1944
AIR 29/495	RAF Czechoslovak Depot ORB	Dec 1940 – Apr 1944
AIR 29/502	No.15 Radio School ORB	July 1944 – Jan 1946
AIR 29/729	No.2 School of Technical Training ORB	July 1938 – Oct 1944
AIR 29/730	No.2 School of Technical Training ORB	Jun – Nov 1940
AIR 29/731	No.2 School of Technical Training ORB	Jun – Nov 1940
AIR 29/752	RAF Officers' School ORB	Oct 1943 – Apr 1946
AIR 29/863	No.416 Army Co-operation Flight ORB	Mar – Jun 1940
AIR 29/967	No.9 MU ORB	Mar 1939 – Dec 1945
AIR 29/1459	No.9 MU ORB	Jan 1946 – Dec 1950
AIR 29/1460	No.9 MU ORB	Aug 1945 – Dec 1950
AIR 29/2007	No.9 MU ORB	Jan 1951 – May 1953
AVIA 15/658	Organisation and admin of ASUs between 41 Group RAF and MAP	1940–41
DEFE 71/32	RAFM establishment at Cosford	Jun 1976 – Mar 1979
DEFE 71/286	RAF Cosford organisation	Jan 1977 – Dec 1979

Secondary – Air Clues

Technical Training in the Royal Air Force. Volume 22 – No.10, July 1968, p.350–4.

Cosford Has Everything from Rockets to Research Aircraft. Volume 30 – No.5, May 1976, p.192–7

Secondary – Air Pictorial

RAF Expansion 1934-1939 Part I: Initial Plans; state at the start. (MJF Bowyer). October 1962, p.322–6

RAF Expansion 1934-1939 Part III: Conclusion. (MJF Bowyer). December 1962, p.381–3

RAF Expansion 1934-1939 Part II: New types in service; new squadrons formed. (MJF Bowyer). November 1962, p.338–42

Secondary – Flight Magazine

Aircraft Apprentice School at Cosford. 14 July 1938. p.38

Physical Training – as applied to the RAF Activities and Background of the PT School at Cosford. 19 January 1950, p.67

No.106 PRC Closing Down. 24 July 1947, p.95/6

Tiger Moths and Javelins – the last four de-Havilland Tiger Moths awaiting disposal. 14 October 1955, p.633

A Thousand Boys Wanted. 5 March 1936, p.262



Plate 102: Wrought iron gates 21-11-2011